



By email to: TRO.consultations@edinburgh.gov.uk

Traffic Orders
Place
3.3 Waverley Court
4 East Market Street
Edinburgh
EH8 8BG

15th September 2023

TRO/23/14 and RSO/23/15 - Introduce one-way restrictions and Introduce a prohibition of motor vehicles Brunstane and Coillesdene Area

To Whom It May Concern,

Portobello Community Council wishes to comment on the above orders.

It is our statutory role to "*... ascertain, co-ordinate and express to the local authorities for its area, and to public authorities, the views of the community which it represents, in relation to matters for which those authorities are responsible...*" – accordingly we undertook an online consultation, with an explanation of the proposed physical measures and interventions to raise awareness and to ascertain the views of the wider public within Portobello on these plans.

We present in this letter the results of that consultation.

Consultation results

Portobello Community Council undertook a consultation on these plans, running from 31st August to 13th September 2023. We received 245 responses with 44% Supporting the proposal, 54.7% Objecting to the proposal 1.3% neutral.

The majority of the responses received were from within our community council boundary, with 19 responses outwith.

We further broke down the results into areas more specifically impacted by the proposal: Brunstane Rd bottom section (18 responses), Brunstane Rd top section (48 responses), Coillesdenes (44 responses), other areas to the South of the closure (e.g. Brunstane Rd S, Gilberstoun; 30 responses), other areas within the PCC boundary (86 responses).

Please see the following for a visual representation:

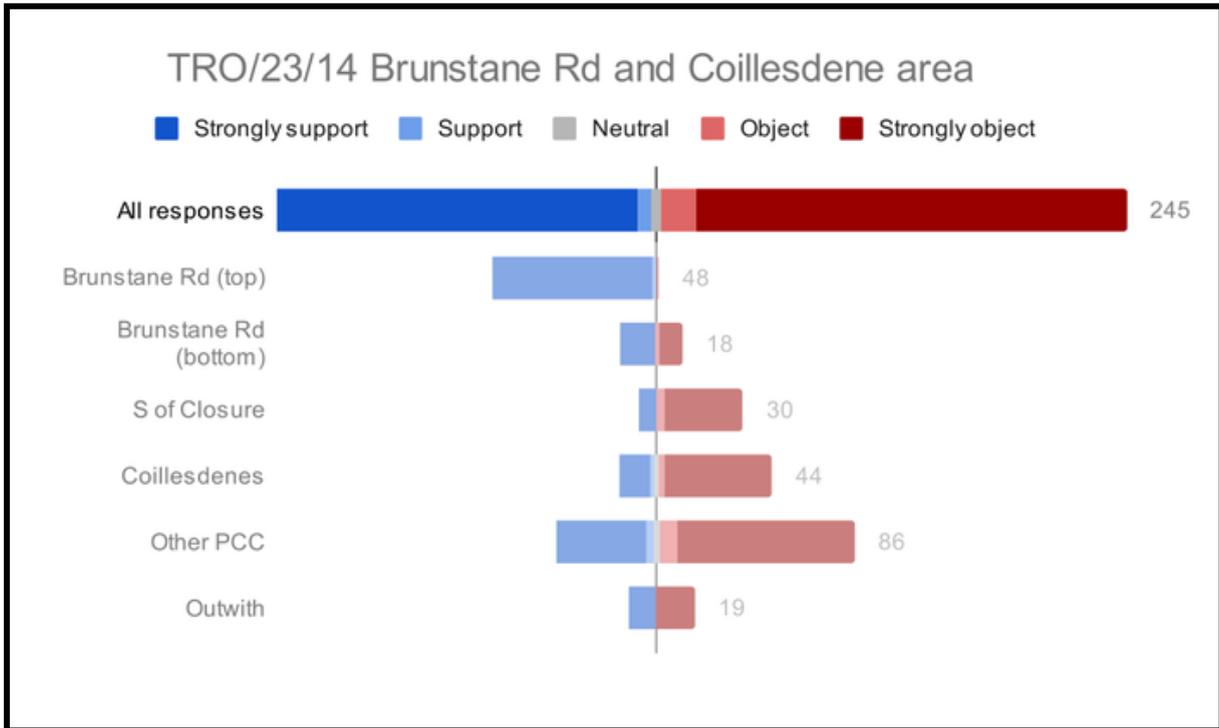


Figure 1. Responses to the consultation

	All responses	Brunstane Rd (top)	Brunstane Rd (bottom)	S of Closure	Coillesdenes	Other PCC	Outwith
Strongly support	104	46	10	5	9	26	8
Support	4	1	0	0	1	2	0
Neutral	3	0	0	0	1	2	0
Object	10	0	1	2	2	5	0
Strongly object	124	1	7	23	31	51	11
<i>Percentages</i>							
	All responses	Brunstane Rd (top)	Brunstane Rd (bottom)	S of Closure	Coillesdenes	Other PCC	Outwith
Strongly support	42.4%	95.8%	55.6%	16.7%	20.5%	30.2%	42.1%
Support	1.6%	2.1%	0.0%	0.0%	2.3%	2.3%	0.0%
Neutral	1.2%	0.0%	0.0%	0.0%	2.3%	2.3%	0.0%
Object	4.1%	0.0%	5.6%	6.7%	4.5%	5.8%	0.0%
Strongly object	50.6%	2.1%	38.9%	76.7%	70.5%	59.3%	57.9%

Figure 2 : Detailed breakdown of consultation results



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Our consultation also had a freetext box for people to explain their reasoning if they so desired. An anonymised copy of these results can be found as an appendix to this letter.

For context we also conducted a consultation in March 2020 where we received 441 responses, with 18% supporting the proposal, while 80% were against. There is now more of a balance of opinions which is also reflected in the comments received with the more recent consultation.

Further full details of the previous consultation can be found here:

<http://www.portobelloc.org/pccpn/wp-content/uploads/2020/08/Brunstane-Rd-Joppa-Triangle-Results.pdf>

The letter that we sent to the ETRO committee in October of 2021:

http://www.portobelloc.org/pccpn/wp-content/uploads/2023/09/2021-10-20_PCC_Brunstane_ETRO_submission-vers-2.pdf

Yours faithfully,

Mike Leeman

Secretary, PCC

secretary@portobelloc.org



Appendix 1 - Freetext replies

ID	Traffic order	Comment	Where
10 16 47	Strongly object	Brunstane Road should be opened one way, South to North. The restrictions in the Coillesdene area are sensible, however, too often some of the "No Entry" signs are ignored, like the one at the junction of Seaview Crescent with Milton Drive. On these occasions the offending vehicles drive through at high speed so one cannot catch their number. These one-way junctions should be monitored by camera and offenders penalised.	Coillesdenes
10 58 08	Strongly support	<p>The impact the trial closure has had on Brunstane road has been exceptionally positive for our family. The road is safer, meaning I can allow my young children to walk to nursery in the mornings without concern; the road is quieter, allowing me to work from home without the constant noise of battling cars pamping their horns due to standstill traffic; our car hasn't been damaged at all during this time, where we had plenty of knocks and bumps before; and surprisingly I've not found it to be an inconvenience to drive the "long way" to get into portobello by car, on the rare occasion I need to drive. I have not found the traffic on Milton Road or the Coillesdene area to be busy at any time when I've driven there, so I don't think the issue has simply been moved to another road - I think traffic appears to have been quite evenly distributed.</p> <p>In summary, I fully support the permanent closure of Brunstane Road to enable a safer, child and cyclist friendly community.</p>	Brunstane Rd (top)
10 83 63	Strongly support	<p>Ending the selfish rat-running, and aggressive driving by closing the street has improved our quality of life, health and amenity. Previously, the street was frequently blocked, and the scene of angry confrontation by drivers. Noise, and poor air quality were an everyday occurrence, particularly on busy days at the beach, and on wet days when polluting air was heavy.</p> <p>The opposition locally to the closure has come from a very small number of people, but it has been nasty, selfish, and driven by a sense of entitlement. Large volumes of traffic should not be carried along narrow streets never designed for cars, or lorries.</p>	Brunstane Rd (top)
10 86 99	Strongly object	The trial has resulted in a massive increase in traffic in the Colliesdene area. More accidents, more pollution over a wider area than before the trial. Poorer quality of life for Colliesdene residents, greater danger for more children and adults when walking and cycling. Brunstane Road closure is undemocratic and rewards a privileged and influential few at the expense of the majority of residents in the Joppa area	Coillesdenes



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110 85 8	Strongly object	<p>Increased traffic congestion</p> <p>Speeding increased in Coillesdene Avenue</p> <p>Increased accidents in area my property and car severely damaged due to speeding in area pictures of which can be submitted Two cars written off and garden wall destroyed</p> <p>Verbal abuse from drivers who are not succumbing to speed restrictions imposed</p> <p>Direct impact on elderly residents in sheltered housing who are subjected to increase in volume of traffic and emissions from cars</p> <p>No consideration given to those residents who rely on mobility aids on roads</p> <p>Increased risk of accidents to both car drivers, cyclists, pedestrians and animals</p> <p>Condition of roads on both Milton Drive and Terrace deteriorating considerably</p> <p>Longer travelling time for carers who attend clients in the area</p> <p>Emergency services have a delayed route should they have to attend residents in area</p> <p>Congestion imposed due to increase in numbers of Schools of Motoring in area resulting in frustration in drivers who are accessing route resulting in abuse and speed</p> <p>The concerns highlighted previously by residents in Brunstane Road have merely been shifted !</p> <p>Brunstane Road was not given a trial of a one way system which would have diluted the concerns now expressed and experienced by the surrounding residents</p>	Coillesdenes
111 15 9	Strongly object	Increased traffic volume and speed on Brighton Place	Other PCC
113 27 1	Strongly object	I am a regular user of this road and with exception of less HGVs nothing has changed. Still nowhere to pass oncoming traffic, 25 minutes wait while refuse trucks go about their work, reverse 2/3 of the street to allow an ambulance pass on one occasion and similar to allow 4 vehicles that were backed onto Milton Rd A1 various near misses with speeding cyclists who have in their opinion the right ! Please ensure this becomes one way down	Other PCC



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12 30 03	Strongly support	<p>As a resident of Brunstane Road and an active participant in the campaign to close Brunstane Road, I fully support the closure because there are no realistic alternatives. The people of Portobello are aware of the long term difficulties of using the road when it was open. To repeat the previous well known issues which led to the ETRO: over 2000 vehicles a day, constant damage to parked cars, road rage, HGVs, buses and articulated lorries using the road because of Sat Nav, wider modern vehicles and pollution due to the narrow street The Council carefully considered all options of one-way, lights etc and dismissed them as unworkable.</p> <p>This narrow road cannot cope with the volume and width of the traffic. The ETRO is a successful example of choosing people over cars. Cycling and walking have significantly increased, the quality of life for residents has improved dramatically. Brunstane Road residents argued strongly during the ETRO process to mitigate against the impact of closure on the surrounding community. Better mitigations are definitely required in Coillesdene to discourage use and manage the traffic, more needs to be done to encourage vehicles to only use the main roads. However, there is no escaping the fact the roads in Coillesdene are wider than Brunstane Rd and have individual off-street parking for each house. There are still a high number of learner drivers use the area as the majority of the streets are unaffected.</p> <p>The Council made a brave decision to approve the ETRO despite huge local opposition to keep a rat run open. Portobello has not ground to a halt, the decision was right for the residents, the environment and future climate change targets. The road should not be reopened. The priority is ensure that there are effective mitigations for Coillesdene residents and more encouragement to use the main roads.</p> <p>The TRO should be approved.</p>	Brunstane Rd (top)
12 80 38	Strongly support	<p>Brunstane Road has gone from being a site of aggression, verbal abuse, scraped cars and a danger zone for cyclists and motorists alike, to one where people of all ages use it as a regular cycle route, and the few cars go much more slowly. For sure, it's a little inconvenient for me, as someone who cares for elderly parents, meaning I sometimes have to drive round Scott's garage to get them to eg the doctors surgery, but that inconvenience is outweighed by the transition to a safe and peaceful cycleway on Brunstane Road itself. It quickly became clear that driving the long way round, on the occasions I have to drive, only takes 4 minutes. You'd often be waiting a LOT longer than that when Brunstane Road clogged up with traffic. My main reason for supporting the permanent closure, however, is the awareness that we need to do all we can as city residents, if we're to forestall climate breakdown, to move away from private car use to active travel and public transport. Anything that helps citizens make that transition is vitally important. It's made me and my family take the bike or walk much more frequently. It would be a huge backwards step to reopen Brunstane Road.</p>	Brunstane Rd (top)



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13 30 51	Strongly support	<p>I have a young daughter (## years old) I have just moved into the area from London. The main draw of this area and property was the quiet and safe street. I would be really concerned about the personal safety of my daughter, who will unfortunately often run off when we leave the house, if this road was to revert back to how it was before the traffic order. this safety would be greatly in risk. I would also be concerned about the impact of pollution and our overall quality of life as I have read that pre closure there were numerous incidents of road rage in the road and approximately 2000 cars A DAY using this quiet residential street as a “perceived” short cut.</p> <p>I would like to add that the current road system has made us feel more confident about using our bikes for day to day local transport and has encouraged us to reduce using our car which I think is also a positive outcome of the closure. I would feel less confident cycling on the road if it was to be subject to heavy traffic and congestion as it’s actually quite narrow.</p>	Brunstane Rd (top)
13 41 83	Strongly object	<p>The plan merely moves the problem it does not solve it. If Brunstane Road was made one way it would at least share the traffic problem.</p>	Brunstane Rd (bottom)
13 71 59	Strongly object	<p>I object to the constant noise of traffic in Milton Drive especially at peak hours. In the mornings when people (including myself) are still asleep. The speed at which some drivers are going - well over 20 MPH. Some motorists ignoring the one way system. Coming out from my driveway I have to take extra care in case vehicles are ignoring the system. The road surface is getting extremely damaged. The value of our houses is depreciating. The drivers are using our streets as short cuts between north and south Joppa. Many of the residents in this part of Joppa are elderly and/or disabled.</p> <p>My suggestion is that vehicles be diverted to Eastfield and leave our Coillesdene streets as "Access Only". Alternatively, put yellow lines down in Brunstane Road OR erect traffic lights.</p>	Coillesdenes
13 73 64	Strongly support	<p>I have lived in Brunstane Road for over 40 years and the increase of traffic before the closure at the railway bridge was quite appalling. The morning and teatimes traffic was awful with drivers being aggressive to pedestrians who were trying to cross the road. Cars racing down the road nearly causing an accident. Personally my car was hit by a car that didn't stop but a neighbour videoed it and sent it to the police. The damage caused was £1200 which the police traced them so their insurance co. had to pay up and that was the worst as two previous damage to my car it happened at nighttime so no idea who was responsible. I strongly want the road to be permanently closed.</p>	Brunstane Rd (top)
15 02 54	Strongly support	<p>Road am safety for children in the street.</p>	Brunstane Rd (top)
15 39 14	Strongly object	<p>The closure of this road will greatly inconvenience the residents who rely on this route for their daily commute. The alternative routes suggested are longer and more congested.</p> <p>The closure of this road will also negatively affect emergency services such as ambulances and fire engines, who may face delays in reaching their destinations due to the longer travel times and traffic.</p> <p>It's just making other areas worse.</p>	Outwith



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15 84 84	Strongly support	I use Brunstane road daily to get to porty, either walking or cycling. It's wonderful to have a safe route without worrying about cars using it as ratrun. So good to see kids on bikes with their parents cycling safely on the road. It is a perfect connector road to the bike route up to Holyrood and the burn path. Hope it stays closed and encourages more people out of their cars and on to bikes.	S of Closure
16 02 20	Strongly support	Clearer air, quieter, no violence at all in the road between car/van/lorry drivers trying to take a short cut. No articular lorries More cyclist and runners. More children and elderly people able to walk in safety as there is more room on the payment, because the cars are not mounting the payment to park their cars. It is like living in a family residential area and not a war zone	Brunstane Rd (top)
17 07 17	Strongly support	As a previous accident, I have seen continuous vehicles going too fast, multiple traffic and road rages incidents often with aggressive behaviour. In addition there are large commercial vehicles using this road on a frequent basis - the road does not have the width for this. I have had the wing mirror knocked off my vehicle on more than one occasion. This road must remain closed, especially for safety of young children. If allowed to open again this will be a serious accident waiting to happen.	Other PCC
17 19 83	Strongly support	The blockages on Brunstane Road when it was open caused me to avoid it as a pedestrian at peak times because it was so dangerous with drivers manoeuvring in risky ways. I didn't feel safe and am surprised that there weren't any accidents. I also witnessed road rage incidents which aren't good for anybody's health.	Other PCC
17 34 03	Strongly object	The obstructions cause greatly extended journey times for vehicles travelling between Milton Road and Seaview Terrace resulting in driver frustration and increased pollution. Not everyone is physically able to cycle or walk very far. These people are being discriminated against by the obstructions. The obstructions cause increased journey times for emergency vehicles.	Outwith
18 13 20	Strongly object	It funnels traffic through less roads therefore increasing traffic in other areas including my street	Coillesdenes
18 15 31	Strongly support	This had definitely made cycling safer for me and I haven't seen an adverse effect in terms of traffic being pushed through Coillesdene	Coillesdenes
18 85 77	Strongly object	I live on Coillesdene Avenue which has been severely affected by Brunstane Road being closed. There have been no traffic calming measures out in place and some cars drive dangerously fast along our street.	Coillesdenes
19 50 24	Support		Brunstane Rd (top)



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19 97 77	Strongly support	<p>My name is XXX at XX Brunstane Rd. I support the continuation of the closure at the bridge to cars etc., I live right on the bridge and have noticed a lot of families walking in the road going to and from the beach and they appear relaxed and happy that they don't have to look out for trucks and vans running them over. Also cars parked outside houses no longer have to worry about being damaged by large trucks and vans using the road as a rat run to portobello. Its not a big deal for me taking a longer route to get home in my car as it only adds at the most 5 or so minutes to my journey. The trade off is worth it for the relatively car free environment and all the health benefits associated with it. Before the block to cars etc I personally had many experiences of stand offs when trucks, vans or cars drove down or up the road recklessly and when two or more meet then the road is blocked or cars damaged as trucks reverse into parked vehicles. To me the TRO has been a real success which has caused minimal inconvenience to motorists who didn't live on the street but used it as a rat run.</p>	Brunstane Rd (top)
20 88 87	Strongly object	<p>The currently implemented measures of the ETRO have significantly disadvantaged the residents and many of the road users in Brunstane Road and the surrounding areas. The greater distance (adding up to 2.6km for every round-trip vehicle movement), longer journeys (adding an estimated 8 minutes or more to every round-trip) as well as increased noise, pollution and danger of more vehicles travelling at higher speeds on longer journeys is of increasing concern to many of the Coillesdene residents.</p> <p>The has been a considerable increase in the number of accidents and other traffic incidents in the surrounding area resulting directly from the higher volumes of diverted traffic in the areas affected. There is a much greater risk to pedestrians in Coillesdene and other areas because of the volume of traffic and the speeds of some of the vehicles. Children in particular in the Coillesdene area travelling to and from school are at much greater risk. The measures have also resulted in longer response times for emergency services teams, with examples including ambulances finding themselves on the wrong side of the road closure and have carry equipment hundreds of metres to the patients' location, and fire engine responses, with one attending an incident on North Brunstane Road delayed by several minutes.</p> <p>The council have ignored the results of multiple surveys and 'consultations' where very significant majorities of the residents in the Brunstane Road and surrounding areas have clearly expressed the wish that the ETRO should not proceed. Some residents suggested that they would accept a one-way system as a reasonable compromise. The council pressed on with the ETRO against the wishes of the significant majority to satisfy the the aims of a small number of active residents who wished the road fully closed.</p> <p>The above concerns are in the past. I hope that the new consultation will bring a fresh consideration of the current unsatisfactory measures and consider either a removal of the restrictions and reinstatement of the previous traffic flow measures or a consideration of acceptable alternatives such-as a one way traffic flow in Brunstane Road. The currently proposed TRO and RSO should not go ahead - certainly not in the their present form.</p>	S of Closure



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21 06 19	Strongly object	<p>The Council has proposed a Traffic Regulation Order (TRO) and Roads Scotland Order (RSO) for the closure of Brunstane Road to through traffic, and one way restrictions on Milton Drive and Milton Terrace. The TRO & RSO is the formal legal part of the process which, if approved, will make the current experimental changes permanent.</p> <p>Most residents in the area continue to oppose this and the following concerns have been raised:</p> <ul style="list-style-type: none"> - an increased number, and more serious nature, of accidents in the area; - delays to emergency vehicles reaching those in need; - the traffic from Brunstane Road has been displaced to surrounding streets; - increased volume of HGVs and delivery vans on fewer streets; - the additional time taken to travel has resulted in the surrounding area becoming a rat-run with speeding traffic; - increased volumes of traffic on few streets have led to worse queues and congestion; - drivers are ignoring the entry restrictions, with many near miss accidents; - difficult sight lines when exiting Milton Drive and Milton Terrace causing accidents and numerous near misses; - poor signage causing confusion, accidents and near misses; - residents in affected streets receive daily abuse and threats for questioning those that flout the law, or for driving down streets with restrictions (as people assume they've ignore the no entry barricades); - a less safe environment for all residents; - a less safe environment for children and their parents walking, scooting and cycling to and from school on what is a safe route to school; - worsening road conditions with more pot holes; - increased noise pollution - worsened air pollution in the area, which is harmful to health 	Coillesdenes
21 09 03	Strongly object	unnecessary and unfair for the sole benefit of the residents on that street who knew that it was a through road when they bought it.	Other PCC
21 07 03	Strongly object	<p>The closure of Brunstane Rd at the bridge has caused increased traffic along Dalkeith St Morton St and the Collesdines. The signage is confusing for all and has caused near misses on many occasions particularly on the Milton Rd. The road to access the Collesdine from the Milton Rd is a sheltered housing area with many elderly people. There are several disabled people in this area which have motorised buggies and I have seen many near misses.</p> <p>The traffic has just been shifted to these other streets and continues to cause frustration for many road users and residents in this area</p>	Other PCC



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21 92 62	Strongly support	<p>Distinct safety improvement for all users around the Brunstane Rd bridge.</p> <p>Significant increase in cyclists throughout the day and in particular during the school access & egress periods.</p> <p>Generally calmer & quieter throughout the wider area.</p> <p>The TRO could be more effective with the provision of additional traffic calming measures to manage vehicular speeds along Collesdene Ave and some inconsiderate / illegal parking should also be managed.</p> <p>Overall now the measures have settled in they are achieving their outcomes</p>	Brunstane Rd (bottom)
22 69 12	Strongly support	<p>I am a resident of Brunstane Road for the past 11 years so I have experienced life on the road both with and without the TRO.</p> <p>My position is I wholly and completely support the implementation of the TRO and would like to see this becoming permanent for the following reasons:</p> <p>Safety, Anti-social Behaviour & Damage:</p> <p>On numerous occasions, often multiple times within a day, I would witness, or be subject to abuse, threatening language, aggressive and/or impatient driving, e.g. tail-gating, and people driving too fast down the road as they use it as a convenient 'rat-run' or blindly being directed by sat-navs, in particular large or articulated lorries that have not noticed the narrowness of the road until they are too far down. The worst example I witnessed was an ambulance having to reverse back out of Brunstane Road onto Milton Road (A dangerous manoeuvre in itself) because the cars coming up the road in the opposite direction would not yield to the ambulance.</p> <p>With the road housing many families with small children, it is a surprise that there haven't been any traffic accidents involving speeding cars colliding with Children, cyclists or other pedestrians.</p> <p>Less fortunate are the many cars, vans, motorhomes etc. that belong to residents, visitors and tradespeople, who have had their vehicle damaged by passing motorists who aren't careful enough when allowing other cars to pass in the opposite direction, or by cars being driven too fast and clipping wing mirrors, bumpers or scraping the sides of cars. In most cases the driver at fault does not stop to report damage, leaving the burden of repair costs to the unfortunate resident, tradesperson or visitor.</p> <p>Supporting Net Zero, car reduction & healthier neighbourhoods:</p> <p>Given Edinburgh will be a ULEZ city in 2024, it makes sense that there are measures put in place across the city and the wider region to reduce traffic, promote walking & cycling and ultimately improve air quality for ALL residents and contribute towards our countries Net Zero ambitions. Revoking the TRO will send the message that the convenience of car usage for a small number of people who wish to use a rat-run is of greater importance than any of the benefits listed above. Without being overly political this is what I see is happening in areas of London under Tory control, where LTNs are being removed to appease a certain segment of society and secure votes. I hope that we in Edinburgh are not so short sighted.</p> <p>There has been a noticeable increase in the use of Brunstane Road by cyclists and pedestrians and I have heard many positive comments from</p>	Brunstane Rd (top)



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		<p>non-residents about how much better the road and area is with the planters forming the closure.</p> <p>I cannot speak for the Collisdene improvements as I never drive through there, but what I have noticed when I walk down Morton Street is it feels quieter, which must be a good thing.</p>	
23 01 93	Support	<p>I used to use Brunstane Road regularly but I think closing it was sensible. It was too narrow, and making it one way would've just increased traffic and speeds on what would still be a narrow residential road. I appreciate traffic will have been displaced elsewhere but, whilst I sometimes divert through Coillesdene, I'm more inclined to stick to the main roads rather than seek a cut through. Overall I think the change has been for the better.</p>	Other PCC
23 08 91	Strongly support	<p>The introduction of the ETRO for Brunstane Road has been instrumental in improving the living conditions of many residents who were directly affected by the large numbers of vehicles using the road as a rat run to avoid using The Harry Lauder Road and Milton Road, both of which are designed to take major traffic.</p> <p>As there are a mere 83 dwellings directly fronting the road, support for the closure when measured in numbers or percentages can never outweigh those of the greater Portobello area.</p> <p>Neither ETRO or TRO decisions are based on referendum principles, but are based on the relevant city council rules for material objections which do not include inconvenience.</p> <p>Due to the narrowness of Brunstane Road south of the bridge, closure of the road at the bridge was deemed as the only solution by the trained and experienced city council traffic officers.</p> <p>Many drivers for whom rat running is their habit have resorted to using the Coillesdene roads instead. This has not been helped by the few minor mitigations installed to discourage them. Also GPS systems direct them through as 'The Quickest Route', which often is not the case.</p> <p>Hopefully the planned, better mitigations which would be installed if the TRO goes ahead will prove more effective and that those mitigations can be monitored and updated to have maximum effect.</p> <p>Both the Edinburgh City Council and The Scottish Government plan to reduce car usage substantially by 2030 and aim for increase in walking, cycling and using public transport.</p> <p>In Brunstane Road we have seen this happening. Traffic volume is reduced, there has been no grid lock which often resulted in confrontations. The road is safer, quieter with less emissions from engines and pollution from tyres. We encourage all residents of streets where rat running is an issue to start campaigning for change as we have done.</p>	Brunstane Rd (top)



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<p>23 72 59</p>	<p>Strongly object</p>	<p>The TRO has not quietened the local neighbourhoods, just quietened the section of Brunstane road and the small number of residents that live there and have campaigned vigorously for the road closure.</p> <p>It has not deterred the use of motor vehicles but simply displaced that traffic to other roads in the immediate area, particularly Milton Terrace, Colliedene Avenue and Brighton Place as drivers seek alternatives routes into the Portobello/Joppa neighbourhood.</p> <p>It would be amazing to see the democratic process in action with the majority community voice being listened to and actioned instead of responding to the persistent efforts of a small number of residents who bought their homes on a road that had through traffic. This is not about encouraging sustainable travel and improving exercise close to home - there will be no evidence of this - it is the rationale provided to accommodate the demands of a handful of persistent residents.</p>	<p>Other PCC</p>
<p>23 80 25</p>	<p>Strongly object</p>	<p>Traffic flow would be easier and safer if Brunstane Road was made 'downhill only', that is, south to north, south of the rail bridge. There would be no problems with anyone trying to turn right at the Brunstane Road/Milton Road junction. The Joppa Triangle, should be made fully permeable, as before, thus taking the burden off Milton Drive and Milton Terrace. Cars use more fuel and produce more exhaust gases in following the existing restrictions.</p>	<p>S of Closure</p>
<p>23 99 67</p>	<p>Strongly support</p>	<p>Thanks for seeking our views on the ETRO on Brunstane Road, where I am resident.</p> <p>My experience has been that the road closure at the bridge has been transformational for:</p> <p>Quality of life - the whole street feels calmer and more relaxed</p> <p>noise reduction - there was a lot of noise day and night when the road was open and this resulted in us even being woken by trucks and large vehicles as well as cars trying to race down the street in the night. It is now much quieter as there is no rat running, and those vehicles who do come down the street now are mainly neighbours or someone visiting. They are not racing down or making a huge noise. And of course there are far fewer vehicles altogether</p> <p>Safety - when the road was open, it did feel unsafe to just cross the road at times, even as an able bodied adult and far more for children as so many vehicles were passing right beside the parked cars with little visibility. The cars were often rushing and not treating the street as a residential one.</p> <p>antisocial behaviour disappearing - we witnessed regular shouting matches (weekly if not daily at times) when drivers came from opposite ends of the street and became enraged when they couldn't pass each other. They got often got out of their cars to express their anger and refuse to reverse up for the other to pass. Meanwhile more cars built up behind each of them which only added to the delay. Swearing and shouting were sadly commonplace. We even saw drivers get out of their cars and physically fight. My elderly neighbour was verbally abused. We also saw parked cars damaged by cars trying to squeeze past each other. This included our own parked car having the back bumper ripped off by a vehicle pulling in behind presumably to let another pass but making poor spacial judgment. Sadly for us the driver drove</p>	<p>Brunstane Rd (top)</p>



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		<p>off and no one witnessed it so the repair fell to us. Other neighbours empathised as unfortunately such incidents were experienced by many.</p> <p>Community - the above experiences prior to road closure were not conducive to building community. So of course we welcome the change to atmosphere, reduced pollution, reduced noise and increased safety which means neighbours chat more outside and feel more relaxed. There is a now feeling of the street being ours and not a main road dominated by cars in a hurry.</p> <p>Bike use - due to far fewer cars, I notice more bikes cycling through our street which is great. This includes children and also there seems to be a regular guided group tour passing through. This does not bring noise, air pollution or danger as the vehicles did so I welcome cyclists and in turn encouraging others to perhaps get on a bike!</p> <p>I do hope that the ETRO will be passed as permanent and allow us to continue enjoying a vastly improved experience in our street.</p>	
24 00 08	Strongly support		Coillesdenes
24 91 48	Strongly support	<p>I strongly support the continued closure of Brunstane Road.</p> <p>This is the best thing that has happened in Brunstane Road since the bridge was last closed when the railway was electrified. I have been retired a while and can say my quality of life at home has improved since the closure. Probably my fitness as well since I now walk more into Portobello. And if it comes to the stage when I need a zimmer or mobility scooter it will be a safer road to use it if it remains closed. Pavements are now available obstacle free for people with mobility issues.</p> <p>There is a significant decrease in vehicular traffic especially lorries for which the road is totally unsuitable and</p> <p>I have noticed that the street is much, much quieter. I am able to speak to neighbours in the street without being drowned out by traffic noise. I have noticed less fumes and noise whilst in my front garden.</p> <p>On walks in the Coillesdene area I have definitely noticed a reduction in the amount of traffic in some streets. If drivers have taken alternative routes through the Coillesdene area the traffic is much less than used Brunstane Road and has been diluted through more streets that are much wider with less parked cars.</p> <p>The environment in Brunstane Road is much improved. It is a friendlier more neighbourly street since the closure. There are more young kids out on the street travelling independently. I have seen no incidents with rude and aggressive drivers since the road was closed. Prior to the road being closed these were I can say very frequent as drivers lost the head at being stuck in a traffic jam or in a confrontation over right of way at the bridge.</p> <p>There are more cyclists using Brunstane Road since it's closure presumably because it is safer and more pleasant to cycle here. It now seems to be an established unofficial cycle route between Portobello/the Prom and Brunstane Station/Cycle Route 1.</p>	Brunstane Rd (top)



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		<p>There are children walking and cycling to school that didn't do so prior to Brunstane Road being closed. Mobility scooters are now able to safely use the road. Parents/carers are more relaxed now when walking with kids than they were when the road was open. It is just a safer more pleasant environment to live, walk and cycle in.</p> <p>The closure of the bridge spurs me to walk more as it discourages me from using the car just to nip into Portobello. I use my bicycle more as well as going south up Brunstane Road pre closure was frightening as drivers didn't give way and also tried to overtake when there wasn't room to do so safely.</p> <p>As I am retired and have lived in Brunstane Road since 198X I am very aware of the local environment. The closure of Brunstane Road is definitely a big big plus not only the residents of Brunstane Road and nearby streets but for all walkers and cyclists passing through.</p> <p>I do worry that all the advantages of the road closure will be thrown away if a large number of people who don't live in Brunstane Road, but wish it to reopen to vehicles to enable them to use it as a short cut in their car, object and disproportionately influence a sensible decision.</p>	
24 91 53	Strongly object	<p>Increased traffic through Coillesedene. Increased speed of traffic through Coillesedene. No change to walking/cycling/wheeling on Brunstane Road. No consideration of other, less nuclear options. Does not deal with parking issues on Brunstane Road, which still make it dangerous to drive, walk, cycle and wheel.</p>	S of Closure
25 23 87	Strongly object	<p>1. Increased traffic use of other streets and roads in vicinity causing increased noise and air pollution adversely impacting on residents' and pedestrians' health and safety. 2. Emergency services will take longer to get to their destination in Joppa and Portobello - noting the state's obligation under Article 2 ECHR (the right to life). 3. Lack of parity. There are no particular specific reasons why the health and safety of residents in Brunstane Road and the Colliesdene area should enjoy and benefit from these measures which will disadvantage and potentially cause harm to the life, safety and health of other residents in the Joppa and Portobello area. There is no reasonable expectation of being afforded such benefits. 4. Increased wear and tear on surrounding streets and roads owing to increased use of these and congestion. 5. Increased petrol, diesel and electricity use (and cost to vehicle owners) owing to the need to make longer journeys to avoid the Brunstane Road and Colliesdene area road closures.</p>	Other PCC
25 61 79	Strongly object	<p>Increased congestion on Milton Road East and Eastfield Gardens. The time taken for emergency vehicles and carers etc to access vulnerable people has increased.</p>	Coillesdenes
25 79 19	Strongly support	<p>Residents in a small narrow street should not have to put up with abusive and aggressive behaviour from impatient drivers stuck in traffic jams. The inconvenience to others from the changes is minimal. Air quality in residential streets needs to improve. Another outcome from the change is greater ability for families to cycle safely.</p>	Brunstane Rd (top)
26 28 01	Strongly support	<p>The road is much safer, incidents of road rage have stopped and vehicles are no longer being damaged. The increase in cycling traffic is noticeable I see</p>	Brunstane Rd (bottom)



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		Ricky's cycling tours use the road to bring visitors to Portobello. All extremely positive and wouldn't have happened unless the road had been closed.	
26 48 90	Strongly object	<p>Scheme has just concentrated traffic in surrounding streets for no benefit</p> <p>Surrounding streets surfaces have deteriorated significantly due to the extra traffic.</p> <p>Increased pollution from traffic having to head east before turning back towards destination. Then on return journey having to drive further east than previously necessary and then double back for a couple of blocks.</p> <p>I have witnessed near collisions from vehicles trying to go round the plant boxes when traffic is coming the other way.</p>	Coillesdenes
26 71 45	Strongly support	We have to move away from cars as a default mode of transport.	Other PCC
26 73 25	Strongly object	It causes so much disruption for all surrounding streets. The detour that cars need to take for what should be a straight, short journey, is completely unecological due to the extra fuel used, and the slow traffic caused in surrounding areas as a result.	Other PCC
27 04 54	Strongly support	<ul style="list-style-type: none"> • Brunstane Road cannot support the volumes of HGVs which were using this "RAT RUN" on exiting the A1 to access the Portobello High Street area. I have witnessed car transporters, buses and huge tipper trucks passing my house. • I have a speed bump in front of my house and this creates unacceptable noise and vibration. The vibrations from heavy vehicles have exacerbated a crack in my external wall. • There is a straightforward alternative and at most times quicker main road route via Eastfield but this seems to have been ignored by drivers blindly following their satnav. • On numerous occasions the top of the road has blocked up completely with vehicles tailing back across the lights and impeding traffic on the Sir Harry Lauder Way. This also affects the adjacent bus stop, the pedestrian crossings and the entry to Brunstane Road South. Emergency Vehicles have been affected by this problem. • Through traffic using Brunstane Road was often held up, as the road, even without parked cars cannot accommodate large vehicles. Waiting vehicles rarely turn off their engines this and must lead to serious Air Pollution and the release of toxic particles from tyre and brake dust - definitely not an acceptable environment for residents and children using this road. • It is amazing that there has not been (as far as I know) a serious accident at the narrow hump back masonry bridge. An incident on the bridge could have serious consequences, closing the east coast electrified railway line. There have never been adequate vehicle barriers on the bridge to protect pedestrians.. • One issue which has never been addressed is the need for some form of traffic calming on the east/west rat run formed by Coillesdene Avenue, Dalkeith Street and Argyle Crescent. The slightest tail back on the main 	Brunstane Rd (bottom)



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		Portobello High Street leads to drivers using or trying to use this route to bypass the traffic queues.	
27 34 21	Strongly support	Brunstane Road is a safer route with no cars on it. I regularly use it as both a pedestrian and a cyclist and have felt a massive difference.	Outwith
28 79 90	Strongly object	You're pushing traffic into other residential roads and creating more pollution by doing so. Why do these streets get special treatment?	S of Closure
29 02 82	Strongly object	It is a serious danger to residents living in this area that emergency vehicles, care staff and family/ friends could be delayed in getting to them due to these road blocks and one way systems. I've passed through this area many times over the years and never seen any problems caused by vehicle use. Also, if you start restricting residential streets you push traffic out onto already busy roads and cause detours to be made, thus making trips take longer and cause more pollution.	Other PCC
29 26 98	Strongly support	We need to cut traffic rat running through our community. This is a start but further work elsewhere in the community is needed to reduce traffic volumes on residential and speed throughout the community.	Other PCC
29 67 30	Strongly object	<p>Reasons for objection.</p> <p>Original closure of Brunstane Road now also involves closing access to Milton Road East from at least an additional 7 streets.</p> <p>These closures were kept very quiet when the order was passed.</p> <p>These closures were not discussed</p> <p>Safety.... Main route for fire and ambulance to portobello and Joppa.</p> <p>Lengthening arrive times could be fatal.</p> <p>Unnecessarily Forcing cars into residential areas. Diverting traffic into elderly housing area.</p> <p>Local economy... businesses in portobello suffer from lack of easy access to the centre.</p> <p>Emissions...greater exhaust emissions by quadrupling car journeys.</p> <p>Consultation...</p> <p>Residents overwhelmingly preferred one way access Northwards...</p> <p>Why is this being ignored.</p> <p>Advantage... free residents private road and car park paid for by the tax payer for Brunstane Road residents.</p> <p>Their is no feasible reason to close Brunstane Road completely to the detriment of the surrounding streets and residents well being.</p> <p>I oppose these extreme traffic measures.</p>	S of Closure
29 74 76	Strongly support	Brunstane road is safer for bikes and pedestrians. I live on Esplanade Terrace so I used to use this road but I have not any significant disruption to my travel. The road lay outs have been well organised by the council	Other PCC



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29 97 34	Strongly support	<p>I feel Brunstane Road could be transformed into an ideal cycle link between Portobello and the Innocent Cycle path. I frequently choose to travel by bicycle into the city centre and use Brunstane Road to reach the Innocent Cycle path. Prior to the closure of Brunstane Road I found the experience of cycling on Brunstane Road to be a scary experience and it definitely put me off cycling as a viable mode of transport. The high traffic volume combined with the frustration of drivers competing to travel along Brunstane Road as quickly as possible are the main reasons for this. Closing Brunstane Road has completely transformed the experience of cycling in the area and I notice there are a lot more people using the quieter roads to cycle to Portobello and surrounding areas.</p> <p>Prior to the closure of Brunstane Road there was a large volume of traffic using the road, including heavy lorries. This created a lot of noise pollution and caused the whole house to shake as each lorry passed. I imagine this was also generating a lot of pollutants.</p> <p>In general since the closure of Brunstane Road I have noticed the area to be much more peaceful and largely free of large, noisy and polluting vehicles. There are more families and children safely walking and cycling in the area. I also feel that whenever I travel by car in the area, there is little difference in driving time compared to before the closure and it is a much less stressful experience.</p>	Brunstane Rd (bottom)
31 511 7	Strongly support	It will make the local environment more accessible and a better place to live.	Brunstane Rd (top)
31 55 98	Strongly object	The closure has severely impacted surrounding roads in Portobello to an unsustainable degree.	Other PCC
31 63 64	Strongly support		Coillesdenes
31 79 82	Strongly object	The road should be a one way street running north to south to expedite ambulances taking emergencies to the hospital.	Other PCC
32 14 74	Strongly object	<p>It won't encourage sustainable travel, nor exercise close to home. Driving in Edinburgh/Portobello is already slow, most people who had used brunstane road north used it out of necessity. It was the shortest most efficient route out of Portobello to the ring road/East etc. The only problem was too many cars parked on both sides of the street. This could have been solved by either making it a one way road or by requiring no parking on pavements. The latter would also solve the problem of people not being able to walk on the pavement because cars are parked on it. I think this will only cause more accidents, more pollution and more accidents because people travel faster to cut the time of a previously efficient journey. Instead of 60 houses on brunstane road seeing the traffic hundreds of houses will now have those cars passing them - take from one group of people and give to the others. Either make it one way and/or restrict pavement parking.</p>	Other PCC
32 45 90	Neutral		Coillesdenes
32 74 42	Strongly support	The road is so much safer, quieter and more healthy for my family since the temporary closure. Please make it permanent. It was far too narrow for traffic	Brunstane Rd (top)



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		and caused so much grief on the road with arguments and difficulty for drivers, and disturbance for residents.	
32 95 93	Strongly support	It's a little annoying when driving not to have this shortcut available but the junction at the top with Milton Road was always a nightmare and it was difficult to pass other cars, so no real loss. Closing the road to through traffic at the bridge also makes it much much safer for cycling so I think it's a good idea that has made the area better.	Other PCC
33 17 46	Strongly support	The traffic order makes Brunstane Road and the Coillesdene area safer for active travel (walking/wheeling/cycling/rolling) and a much more pleasant place to access and travel through when on foot/cycling. I frequently travel this direction by foot/bike and prior to the closure would also travel through this area by car. The new route via the main road does not add a significant amount of time to my journey and is frequently quicker - previously I was often stuck in a queue of cars trying to negotiate Brunstane Road. I have also noticed an increase in children playing and cycling, and wildlife in this area e.g. Holly Blue butterflies on Brunstane Road.	Other PCC
33 64 10	Strongly object	This is not working brunstane road was busy but slow due to car's parking on both sides on pavement, now drivers are speeding due to the inconvenience, what's aids a few hinders the masses	Other PCC
33 66 16	Strongly support	My experience is that the closure of Brunstane Rd in particular has made it safer and more pleasant to cycle and walk to Brunstane train station and to access cycle paths to the south of Milton road. When driving I can find safer, less congested and more flowing routes to take, which might add 2-3 mins per journey. It's not an inconvenience. The area is much better for having improved traffic flows and much safer for my family to navigate using active travel modes. The planters could be better maintained in some instances, perhaps giving local residents or groups (e.g. wild Porty/ keep Porty tidy) ownership. This would support biodiversity in the local area. The Councils 'wild wee spaces' project might also be appropriate to consider here. I'm highly supportive of this long term change.	Other PCC
34 80 29	Strongly object	The proposed changes make things more difficult for local residents and cause a great deal of inconvenience to everyday activity for those living there. The changes result in minimal improvement for the minority whilst causing great inconvenience and disruption for the majority. Pointless box ticking exercise which will cost councillors in the next elections. Un democratic !	Other PCC
34 86 10	Strongly object	Causing congestion elsewhere, doesn't improve anything.	S of Closure
35 05 96	Strongly object	The traffic has increased considerably in the Coillesdenes since the introduction of this scheme. Much of the additional traffic on our street (Seaview Crescent) is exceeding the 20m speed limit and our neighbours' cat was recently run over on the street. The surrounding roads which are now used as rat runs have significant potholes caused by all the additional traffic.	Coillesdenes
35 10 93	Strongly object	Are you stupid. We have rights and this is one of our rights as human beings...	Outwith



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35 77 26	Strongly support	We need to rein in the dominant mode of transport, ie cars, and encourage walking and cycling. I write as a car owner (and pedestrian and cyclist) living in Joppa. I am affected by the closure of Brunstane Road but the diversion is minor. I consider this a small price for me to pay for the benefit of my neighbours in Brunstane Road.	Other PCC
36 08 26	Strongly object	<ul style="list-style-type: none"> - an increased number, and more serious nature, of accidents in the area; - delays to emergency vehicles reaching those in need; - the traffic from Brunstane Road has been displaced to surrounding streets; - increased volume of HGVs and delivery vans on fewer streets; - the additional time taken to travel has resulted in the surrounding area becoming a rat-run with speeding traffic; - increased volumes of traffic on few streets have lead to worse queues and congestion; - drivers are ignoring the entry restrictions, with many near miss accidents; - difficult sight lines when exiting Milton Drive and Milton Terrace causing accidents and numerous near misses; - poor signage causing confusion, accidents and near misses; - residents in affected streets receive daily abuse and threats for questioning those that flout the law, or for driving down streets with restrictions (as people assume they've ignore the no entry barricades); - a less safe environment for all residents; - a less safe environment for children and their parents walking, scooting and cycling to and from school on what is a safe route to school; - worsening road conditions with more pot holes; - increased noise pollution - worsened air pollution in the area, which is harmful to health 	Coillesdenes
36 36 93	Strongly support	Much safer with the traffic order in place. Brunstane road is now well used by cyclists, walkers, kids scooting etc, where that was not possible before due to high number of cars. Noise and road pollution in the area is much less. Locals have got used to the traffic order - it does not add significant time to any journey.	Brunstane Rd (top)
36 57 86	Strongly support	This has been a very successful scheme. I have enjoyed regularly cycling, running and walking though the quiet streets.	Outwith
37 19 30	Strongly object	Just moves traffic to other roads - so some houses have no traffic while others have it all.It doesn't deter motorists or encourage walking or cycling just concentrates the traffic	S of Closure
38 28 28	Strongly support		Brunstane Rd (top)



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38 62 91	Strongly support	<p>It makes it safe to travel by bike through to both the Royal and to town through the innocent railway. Unfortunately, locally cyclist have died. This passage is critical to make this part of Edinburgh cycling safe, including both for commuting and for Ed folks visiting Portobello.</p> <p>Whether the through-fare at the Coillesdene is the best option, is not for me to say, as I don't live there.</p> <p>However, Brunstane Road must stay closed, it is a critical (safe) cycling route that connect Portobello to/from the city centre and Little France</p>	Other PCC
39 21 26	Strongly support	<p>Creates a safe cycling connection down Brunstane road which I use on a daily basis.</p>	S of Closure
39 29 94	Strongly object	<p>This arrangement has caused an enormous increase in traffic along Coillesdene Avenue and several nearby roads, and there have been serious traffic incidents as a result of people driving far too fast along this long, wide road. Both anecdotally and according to traffic survey data the impact has been hugely negative for residents and I myself have had several near misses when trying to drive cautiously forwards out of my drive because of speeding traffic. I am aware some streets have seen a favourable decrease in traffic but this must not be at the expense of moving the problem to neighbouring streets - we need a different solution taht is fair and safe for everyone.</p>	Coillesdenes
39 86 90	Strongly object	<p>Longer journey time</p>	Outwith



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	<p>40 44 93</p> <p>Strongly object</p>	<p>I am writing to object to the closure of Brunstane Road and surrounding streets to two way traffic. TRO/23/14 and RSO/23/15</p> <p>I have lived in Portobello for over thirty years, and all the time it was possible to drive up and down Brunstane Road. You had to wait to let someone over the bridge, then later with more traffic you had to wait to let people past - like in Leslie Place in Stockbridge, which is still a through road with buses.</p> <p>Letting someone past or being allowed through encourages courtesy and gratitude, and if either party is polite or has social/ driving skills then it can prompt a pleasant exchange.</p> <p>This happens in Brighton Place every time two vehicles want to go under the Railway Bridge , but I don't imagine anyone on that street is going to ask to redirect the traffic because of it.</p> <p>In Brighton place we have cobbles and buses and now rather more traffic than we used to. Surely it makes sense not to condense the traffic into fewer spaces? Now more traffic has to go along Joppa Road, Seaview Crescent (where there is a young persons respite centre), all the other very residential streets are like a rat run while some have been made no through roads, also making it difficult to reach the cemetery at Milton Road East. Traffic has also worsened in the road where the new high school is because of this.</p> <p>'The closure of Brunstane Road has had a negative impact on our area, with an increase in traffic of over 30% on Brighton Place. There has also been an increase in speeding vehicles on this supposedly safe route to school due to the adjustment of the lights phase at the foot of Brighton Place to reduce queuing traffic.'</p> <p>I know residents in Brunstane Road generally have cars, at least if not personally, there are certainly lots parked there. There always have been - the residents chose to live there!</p> <p>This choice is preventing ambulances and other services from reaching them- so it is actually endangering lives too.</p> <p>The arrogance and sense of entitlement by residents of this area who want to stop through traffic is absurd, and the council is behaving very strangely to concede. It makes one wonder why- perhaps someone has a special contact or perhaps some money is being exchanged.</p> <p>Having more streets makes for less intense congestion, freer road circulation, less accidents, queuing, emissions and even distribution of road use. I live in West Brighton Crescent, before that Pittville Street and then Lee Crescent and I probably wouldn't choose to live in Brunstane Road - there are plenty streets to live in either with this problem of parked cars / you can't just close them all! But people have chosen to live there.</p> <p>Of course Brunstane Road and Coillesdene should all be reopened.</p>	<p>Other PCC</p>
<p>40 46 84</p>	<p>Strongly object</p>	<p>My opinion has NOT shifted during the experimental phase that the complete closure of this road is the wrong option. Restricted parking / one way options are both preferable to full closure.</p>	<p>Brunstane Rd (bottom)</p>
<p>40 49 36</p>	<p>Strongly object</p>	<p>The temporary closure of Brunstane has led to an increase of traffic in the Coillesdene area and also on Brighton Place , traffic has simply moved elsewhere but as you now have to drive further than before the traffic is</p>	<p>Outwith</p>



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		actually worse. Exploring the option of a one way on Brunstane Road and restricting parking would be helpful.	
40 55 36	Strongly support	Traffic congestion in Brunstane road and the collisdenes has been a major problem for a very long time. The current closure has had no major impact on traffic congestion in the wider portobello area but has improved the quality of life through reduced traffic in Brunstane Road and the collisdenes.	Brunstane Rd (top)
40 59 61	Strongly object	There is too much traffic in the coillisdene area and the surface of the roads are getting damaged by the increasing fast turning/ accelerating cars at the junctions	Other PCC
40 63 28	Strongly support	Quieter and safer environment	Coillesdenes
41 64 95	Strongly support	<p>I am writing in support of the permanent closure of Brunstane Road and the subsequent lowering of traffic in this neighbourhood. TRO/23/14</p> <p>I live on Brunstane Road, albeit at the Joppa Road end.</p> <p>Whilst the road has been closed I have seen a reduction in traffic flow, a quieter local neighbourhood and much improved living conditions for the residents. The traffic fumes in this residential street have been reduced in compliance with the City of Edinburgh Council's stated policy objectives on a clean environment.</p> <p>Neighbours with asthma have reported better health since the closure. Birds have been seen nesting in front garden hedges for the first time. The increase in cyclist use is welcomed, including the large groups of organised bike tours travelling to the Prom and parents with cargo bikes full of children going to school/ nursery.</p> <p>The narrow street was built at a time when horses and carts were the mode of transport. It was not designed to accommodate resident parking along with the passage of cars or the width or weight of heavy goods vehicles that we saw regularly travelling down the street. In addition, now the rules have been tightened for parking across pavements and curbs, with fines of up to £150, the space for vehicles to travel along this part of Brunstane Road would be further reduced. The pavements should be free for wheelchair users and pram pushers as a safe route and in compliance with the Council's policy on equal access.</p> <p>I appreciate that the closure affects car users travel time as they have had to follow a different route. This different route could put a 2 minute extension onto drivers' journeys. I say could because using Brunstane Road was not always a 'short-cut' - there were frequent traffic jams when drivers encountered a vehicle coming towards them and this often led to heated exchanges and dents, scrapes and other damage to parked cars, as drivers misjudged the space available. There were enumerable instances of road rage and this was a constant source of alarm to residents and families with young children.</p>	Brunstane Rd (bottom)



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41 81 01	Strongly object	<p>Learner drivers are causing congestion along the Coillesdene Ave area, frequently blocking the road.</p> <p>Whilst they reverse park. This has turned what was a simple drive up Brunstone Rd to Milton Rd into a longer more protracted journey. Cars also ignore the one way system and cause a potential RTA.</p> <p>This reroute increases congestion and emissions.</p> <p>Not a well thought out idea.</p>	Brunstane Rd (bottom)
41 94 87	Strongly object	<p>Traffic outside has gone up to ridiculous levels. I have a three year old and live everyday in fear that one of the cars now hurtling through the bends and junctions leads to a tragedy. Increased noise and fumes are also causing physical and mental well being issues. Tonight at 7 pm in 15 minutes reading bedtime story to my son 18 cars passed by.that's horrendous compared to before. Dangerous and environmentally damaging.</p>	Outwith
43 14 38	Strongly object	<p>This has merely moved traffic from one street to others. The streets in Coillesdene are wider and this has meant that traffic often speeds through. It would be sensible to think about some alternative, for example making Brunstane Road one way which would reduce the volume of traffic through Coillesdene</p>	Other PCC
43 35 55	Strongly support		S of Closure
43 71 29	Strongly support	<p>Something needs to be done to stem the amount of traffic using the upper stretch of Brunstane Road. It was never designed to be a major route yo Joppa and Portobello. Massive vehicles are using this route and r here is ample evidence of cars being routinely damaged and driver confrontations occurring. The bridge over the main Edinburgh to London route will eventually get damaged.</p> <p>I understand the inconvenience this TRO is causing and the increased traffic going through the Coillesdene Area but it is a marked dilution of the traffic that was using Brunstane Road prior to the closure. The majority of local people will be opposed to the current TRO but they do not live on Brunstane Road.</p> <p>A permanent solution is required. The only other possible solution/compromise would be to make the section between Milton Road and the Bridge one way northwards.</p>	Brunstane Rd (bottom)
43 91 65	Strongly support	<p>The street is not designed for heavy traffic. With more cars on the road and future new homes being built to the south the pressure on the street is only going to increase.</p> <p>The road was a hotspot for accidents, temper tantrums, fights, grid locks, bumps and scrapes, and general unpleasantness due to stress.</p> <p>Cara would routinely accelerate up and down to avoid being caught in a jam. Hgvs would use the road continuously damaging parked cars.</p> <p>Since the measures have been in place the street has a normal residential environment rather than a terrifying rat run /fight club 24 hours a day.</p>	Coillesdenes



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43 99 87	Strongly support		Coillesdenes
46 48 35	Strongly support		Other PCC
46 63 75	Strongly object	<p>The current situation by my own observations is not working. Firstly the volume of traffic being forced to use the diversion along Coillesdene Avenue and in particular past the estate where elderly and handicapped people live is causing havoc. Traffic speed is not being monitored efficiently other than by using the useless counters, and some vehicles are traveling at speed well in excess of the 20mph limit.</p> <p>Service and emergency vehicles are finding it confusing which streets they can use. In an emergency those lost minutes could be vital.</p> <p>If the council are resolute about the order being retained, then why can't the junction at Coillesdene Crescent/ Milton Rd East be opened for access also? Even open Brunstane Road north bound as one way</p>	Coillesdenes
47 50 62	Strongly object	<p>This has merely shifted the problem from one street to the detriment of many streets. Brunstane Road has always been the thoroughfare and those who bought houses there must have been aware of that. Why the change now?</p>	Coillesdenes
47 87 91	Strongly object	<p>I live on Portobello High Street (previously Gilberstoun for 25 years) closing half of Brunstane Road has caused great problems. Previously, I used Brunstane Road continuously to go to Church at Brunstane Road North and Portobello Surgery (I live #####). To go to the A1/City Bypass from Portobello (I have immediate family in ##### and Midlothian) or shopping at Asda/Fort Kinnaird, I now either go east and the first road I can get up is Milton Drive or west right along the High Street (always busy) to Harry Lauder Road or use Brighton Place, (a much busier road with buses etc and the bridge than Brunstane Road ever was) then Duddingston Park or Park Avenue (my own family live there and that's a real rat run because of the bus lane on Duddingston Park) I moved house as I am a widow but do shop locally and use public transport to go up town.</p> <p>I pick up friends from ### and ### Milton Road East (immediately after ###) for Church, Coffee Club, the Guild etc or they can't go as it would require two buses and they are not able to walk up/down Brunstane Road. If I go east I have to do a u-turn immediately before the main junction, highly dangerous. I know people in the Coillesdene area have had cars damaged and the traffic there has increased considerably. I have relatives in Milton Drive who continually have cars/vans/ambulances coming down from Milton Road East and, after speaking to men in one van, they were threatened that they would be back!</p> <p>Is all this right and so unfair to all the other roads/streets affected just because those who live at the top of Brunstane Road, who knew they didn't have a driveway when they bought the houses and that it was a through road to Milton Road. If not weaving through all these other streets I have described to get up on to Milton Road, from Portobello, there really only is Brighton Place between Eastfield and the large junction at King's Road.</p>	Other PCC



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48 00 38	Neutral	I remain unconvinced that the councils solution to the Brunstane Road problem is the best or fairest one and have sympathy for the residents of the Coillesdene roads which now have increased traffic.I personally have not found the detour to Milton Road as inconvenient as I thought I would.At aged 75 I am not going to either walk or cycle uphill and must comment that I have yet to see anyone else cycling in this area.Another waste of our taxes .	Other PCC
48 93 50	Strongly support	2000 cars per day (~ 200 per hour for 10 hours) is not suitable for a small residential street. The rat-run problem is mainly caused by the SatNav/Mapping companies (with a handful of inconsiderate locals who want to assert their "rights" even though it is just as fast to use the lights at JoppaRd+MiltonRd junction). The problem will continue in Joppa until all through-traffic to Milton Road is completely closed off (as is done in many modern cities) or until the SatNav/Mapping companies stop using "shortest route".	Brunstane Rd (top)
49 84 28	Strongly object	The closure of Brunstane road and accompanying restrictions has resulted in a huge increase in traffic volumes in the fewer remaining open streets. Traffic from Brunstane road has been displaced onto (often narrower) surrounding streets. The closure and restrictions have caused an increased number and more serious nature of accidents in the surrounding residential Joppa streets. The closure has caused delays in emergency vehicles reaching those in need. The closure has caused increased numbers of delivery vans and HGVs on fewer streets. The restrictions cause longer journey times and therefore increased fuel or energy use and pollution. There has been a huge increase in often speeding traffic in what were previously quiet residential streets. The additional journey times due to the closure causes speeding traffic in the surrounding streets. The only alleged issue with Brunstane Road was due to vehicles parked on both sides of the road. That could be dealt with by double yellow lines on one side. It is irrational and unreasonable to close a road for those residents to park their vehicles on, vehicles which they then expect to drive on the surrounding streets which suffer due to the closure and increased traffic. An FOI request disclosed no previous accidents on Brunstane Road. The closure of Brunstane road puts the safety of children, pedestrians and animals in the surrounding streets at serious risk. The difficult sight lines when exiting Milton Drive and Milton Terrace cause accidents and near misses. Milton Terrace, Milton Drive and Coillesdene Avenue which were previously quiet streets have been subjected to an unacceptable increase in traffic volumes. Brunstane Road should be reopened immediately, for reasons of safety for all.	Coillesdenes



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49 88 58	Strongly object	<p>The current closure of Brunstane Road has just displaced traffic to surrounding streets, leading to increased volumes of traffic in these areas. Many drivers are ignoring entry restrictions with many near miss accidents. There has also been a number of serious accidents in the areas due to the increased traffic, yet no major accidents occurred in Brunstane Road when it was open to traffic. Emergency vehicles encounter increased delays responding to calls in the area. The closure has created a less safe environment for all residents in the streets where traffic is now diverted. It is difficult to understand why, when there has been such a strong objection to the total closure of Brunstane Road, that the Council has completely disregarded these objections and persisted with a total closure. Suggestions were put forward for a one way system in Brunstane Road, restricted parking, traffic calming measures, yet all were ignored and not even trialled, without any reasons given for why these could not be taken into account. The Council is happy to impose these restrictions on other areas, yet Brunstane Road seems to be exempt from these. The Transport Committee had to reconsider the issue when it was found that 2 councillors on the Committee had acted inappropriately with regard to this closure, and the vote was rushed through again, even though opposition councillors had asked for it to be given additional time. One Councillor had a rant on facebook regarding the 'tyranny of the masses' voting against the closure, yet the closure still went ahead. I don't think the closure of Brunstane Road has in any way improved the amenity of the area. I have not seen any significant increase in pedestrians or cycle traffic in that Road. It has only resulted in the residents having unrestricted parking for their vehicles - not just cars, but a number of large camper vans. It is no surprise that people think that something was not right with this whole process. It can only be hoped that by being reviewed by another Council Committee, they will be able to view it more reasonably and take into consideration the responses previously raised by the majority of people who objected to the total closure of Brunstane Road.</p>	S of Closure
50 19 18	Strongly support	<p>As a result of less traffic on Brunstane Road this has led to an increase in cyclists and pedestrians using the road especially with primary school children and parents. The elimination of lorries and vans has definitely improved the environment. However further measures need to be taken to calm traffic and ban larger vehicles from the Coillesdenes.</p>	Brunstane Rd (bottom)
50 26 52	Strongly object	its pointless	Outwith



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50 79 90	Strongly support	<p>In support of the TRO I draw your attention to what we have had to endure -</p> <p>Scale – the large number of vehicles that used to use the street as a rat run, and the size of some of the HGV's and coaches that used to squeeze through. Drivers obeying their satnavs regardless of the suitability of the road.</p> <p>Antisocial – the violent altercations that we, and our children, had to endure when angry motorists got out of their cars to remonstrate with each other on who had right of way.</p> <p>Damage – every week a parked car was hit by passing motorists pulling in to spaces between parked cars to let oncoming traffic through or reversed into said spaces and striking cars This cost residents hundreds of pounds in repairs</p> <p>Environment – the air and noise pollution that had to be endured was not what should be expected in a residential street</p> <p>What we are enjoying now -</p> <p>Currently – neighbours with asthma have reported better health since the closure.. Birds have been seen nesting in front garden hedges for the first time The increase in cyclist use is welcomed, including the large groups of organized bike tours travelling to the Prom and parents with cargo bikes full of children going to school/ nursery. To be able to wash your car without the risk of being knocked over. Unloading your car without risking loosing a door. The joy of chatting to your neighbours across the street.</p> <p>One of my tasks on the Calming Brunstane group was to collate residents photos and videos of damage done to their vehicles. I have stored hundreds of images and dozens of videos over the past 4 years. Since the road closed I have not received a single image.</p>	Brunstane Rd (top)
50 84 31	Object	There has been an increase in the amount of traffic using the Avenue, of all types of vehicle, many of them do not keep to the advertised speed limit. So there is increased noise, air pollution and danger to pedestrians.	Coillesdenes
51 62 87	Strongly support	The Brunstane Road restriction is clearly necessary and the temporary arrangements have worked reasonably well - I can't see any better way.	Brunstane Rd (bottom)
51 84 35	Strongly support	The road needs to remain closed as it has been very beneficial to not only the residents of the road but also to those cyclists- walkers and joggers using it .	Brunstane Rd (top)
53 10 78	Strongly support	Reduced traffic on Brunstane road has made it safer and preferable for our family to walk and cycle that route to Brunstane station and Edinburgh college. Returning it to a rat run would simply reintroduce gridlock and chaos.	Outwith
53 16 09	Strongly object	Massive over response to very small (and commonplace) issue - disadvantages the large majority of local residents to benefit very few. There are traffic and parking issues all over Portobello - these are things to be lived with as part of a popular community and visitor destination - closing the roads is a clumsy and thoughtless way to deal with these issues	Other PCC
53 28 95	Strongly object	The volume of traffic on Coillesdene Avenue has increased substantially and the risk of accidents to pedestrians is considerably higher. These adverse	Coillesdenes



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		effects far outweigh the benefits of closing Brunstane Road. Traffic still ignores the barrier at the junction of Milton drive and Milton Road.	
54 74 55	Strongly object	This statement of reason is ludicrous! To promote safer and quieter neighbourhoods!!!? They have diverted traffic along our quiet street, Coillesdene avenue, and made it dangerous! Speeding is now rife and you've increased our traffic by 450%! 4 accidents, one right outside our door! They moved problem from one street on to another! But increased the problem by having EVERYONE drive along the avenue! 3/4 of traffic do not live in Coillesdene! Merely people trying to get to portobello. Why should some streets be traffic free(Coillesdene crescent) whilst others can't cope with the impact this has had on our lives! All this upheaval to appease Brunstane rd residents! It's not fit for purpose! As for using bikes to get around, have they studied the demographics of this area? A high percentage of residents are pensioners!	Coillesdenes
54 77 41	Strongly object	It is no wonder people on the south side of Brunstane Road are in support of closures because they are right on the bypass and A1. People in the north area have to do a 2-3 mile detour to get to these roads. I too would like a quiet road but are inundated with cars and motor homes parked on both sides of the road in Brunstane Road North.	Other PCC
55 25 16	Strongly support	I support this because Brunstane Road is a key active travel corridor from Portobello/Joppa to the National Cycle Network, the Range, Asda and Fort Kinnaird. Many trips to these destinations can be made by cycle rather than car if the route is safe and comfortable. Any impacts across the wider area should be mitigated with traffic calming measures rather than ending the scheme - this would support city targets on climate change, traffic reduction, public health etc.	Other PCC
55 49 76	Strongly object	Thé Brunstane road closure forces traffic needing access from Milton road to Portobello to take a long detour and the longer journey increases pollution levels from cars. A one way traffic system along Brunstane road could improve this.	Other PCC
55 54 78	Strongly support	The difference in safety on the street and for neighbours and vehicles is significant since closure	Brunstane Rd (top)
55 64 91	Strongly object	Has increased traffic along Brighton place making it less safe for cycling particularly going south as the flat sets are covered in parked cars. Increases car journey lengths and has pushed more traffic on to the high street making it harder for pedestrians to cross and busier for cyclists pushing them into conflicts in the prom with pedestrians especially in areas with queues and tables and chairs consent for food outlets.	Other PCC
55 96 59	Strongly support	It has made a huge difference to our ability as a family to access Brunstane Station and Fort Kinnaird on foot and by bike.	Other PCC
56 04 20	Strongly support	The junction in Milton is now much safer when traffic is banned from Brunstane Rd	S of Closure



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56 39 31	Strongly object	<p>The Statement of Reasons is intended to ‘promote quiet local neighbourhoods, encourage sustainable travel (walking and cycling), improve exercise local to home, and to deter motor vehicle through traffic in the Coillesdene and Brunstane Road area’. The trial of the closure of Brunstane Road and parts of the Coillesdene area and resultant one way and cycling only streets fails to deliver the very reason for bringing it in.</p> <p>Huge volumes of traffic are now entering the Coillesdene area, some know their way around, others get lost trying to find an exit. This all brings excessive noise, pollution and danger to a previously quiet residential area. The Statement of reasons only serves the residents of Brunstane Road. They have created the opposite environment in the Coillesdene area:</p> <ul style="list-style-type: none"> · A noisy neighbourhood with increased volumes of vehicles · Fear of walking and cycling as the once quite roads are now far too busy. Particularly pertinent for the elderly population (sheltered housing complex) and many young families · Extreme increase in the number of motor vehicles through the Coillesdene area – over 400% increase. <p>It can not be possible for the Council to bring this in permanently, when it has been proven that the statement of reasons for first introducing it, have been failed.</p>	Coillesdenes
57 64 06	Strongly object	<p>These changes have not taken into consideration the clear public opinion against as collated by the Community Council. The serve the interests of residents of Brustane Road only and the wider aims of the City Council. The citizens of Edinburgh will be further discouraged from engaging with Public Consultation if the Council continues to ignore the clearly expressed opinions of the people who elect them.</p> <p>Furthermore, the changes in traffic flow created by the current orders has increased the length of journeys (thus increasing fuel use) and increased traffic through Coillesdene and along the High Street and Brighton Place. The latter two roads have far more pedestrian users and so the risk of harm to pedestrians is directly increased by this measure.</p> <p>It is hard to think of a more NIMBY policy than this, as evidenced by the standards hearing of two now-ex-councillors with vested interests in the vote.</p>	Other PCC
57 91 00	Strongly support	<p>Streets are too narrow for the volume of traffic that use it. It is unsafe for families who live there and there are good alternative routes on main roads for car and van drivers.</p>	Other PCC
57 94 64	Strongly support	<p>Better active travel provision. Safer cycling and reduced traffic.</p>	Other PCC



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58 24 40	Strongly support	<p>I would like to take this opportunity to advise what a success the TRO has been for the residents of Brunstane Road.</p> <p>Before the road was closed to motor traffic the street had become an extremely dangerous place to live.</p> <p>The volume and speed of traffic using the street was extreme with only room for one car to go up or down. This meant daily road rage incidents with drivers out of their cars screaming at each other! Obviously there was also daily damage to residents cars as drivers tried to squeeze through the gaps!</p> <p>Since the road has been closed I am not aware of any damage to vehicles, there are no road rage incidents and it is safe to cross the street!</p> <p>The street is now a quiet residential side street which is what it should be , not a main artery/A1 slip road rat run to Asda , The Fort or Portobello.</p> <p>The increase in use of the road by cyclists is spectacular, we have children cycling to school when it was too dangerous before! We have groups of cyclists coming off the Innocent cycle path and making their way safely down to Portobello!</p> <p>I fully support the TRO being made permanent as it has significantly enhanced the residents quality of life.</p>	Brunstane Rd (top)
58 55 25	Strongly object	<p>Resulted in very heavy traffic through the Coillesdene area and accidents. Resulted in congestion in Brighton Place. Caused a lot of bad feeling between residents in the area and was totally unnecessary. Traffic never speeded up this road and a one way system should have been considered or two way with designated passing points. There is a huge increase in time and pollution as cars wind their way through other areas.</p>	Other PCC
58 55 26	Strongly support	<p>It makes cycling in that area much safer and reduces considerable through-traffic in a residential area.</p>	Other PCC
58 61 71	Strongly object	<p>Its not required and has only caused more congestion in other areas of Portobello. Just make it one way.</p>	Other PCC
58 75 54	Strongly object	<p>It is not fair that traffic is now being pushed to other areas.</p>	S of Closure
59 119 1	Strongly object	<ol style="list-style-type: none"> 1. Quicker and less distance to go from Coillesdene Crescent via Portobello and Brighton pl, if heading towards town. 2. Traffic increase in the surrounding areas of Coillesdene. 3. Dangerous and faster driving throughout Coillesdene area. 4. To alleviate the problems on Brunstane Road South, this street could have been made one way. 	Coillesdenes
59 12 55	Strongly support	<p>It makes sense. I live on brunstane north and the route to the A1 from there was a difficult right turn and always fraught with danger from the narrowness of the road. The trip along the seafront is pleasant and the turn at the lights is easy. I sugesst staggering the lights at eastfield so traffic turning right gets through before that from Musselburgh. 10 seconds would do it.</p>	Other PCC



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59 93 67	Strongly object	<p>The highly lopsided implementation of a street closure at Brunstane Road is totally unfair to literally every other resident of Joppa and surrounding area who does not reside on Brunstane Road. I could get behind the closure if ANY thought had been given to the majority of residents in the area but it hasn't. I live at Eastfield which experiences a high volume of dangerous traffic. This TRO only serves to exacerbate the many issues we experience while appeasing minor traffic issues on one side street. We have been asking for many years for speed calming measures which fall on deaf ears. Many residents cars have been totally destroyed, property damaged and lives put at risk on a daily basis. Brunstane road experiences wing mirror damage and the occasional traffic disruption. How can it be that the council are willing to act on behalf of a minority who experience minor inconvenience compared with regular major damage and danger to life?</p>	Other PCC
60 02 78	Strongly object	<p>The closure of Brunstane Road has resulted in a 30% increase in motorised traffic in Brighton Place, with attendant air pollution. In order to dissipate the long traffic queues, the council introduced a longer green phase at the traffic lights at the junction of Brighton Place and Portobello High Street. In practice, this means that motorists routinely break the 20 mph speed limit trying to speed down the street to catch the green phase. This makes the area less safe for pedestrians and cyclists, particularly the children and young people who use this route every day to get to and from schools and nurseries. Overall, it has led to a deterioration in the quality of life in this area. It it only a matter of time before a serious accident occurs.</p>	Other PCC
60 15 78	Strongly support	<p>Closing the street is the sensible thing. Making through traffic use Milton Road and Seaview Terrace instead of rat-running through Brunstane Rd is good. This closure should be made permanent and is a model for the rest of Portobello.</p> <p>The Community Council needs to accept that and move on.</p>	Brunstane Rd (top)
60 32 88	Strongly object	<p>This is the only central ambulance route (and other emergency vehicles) into central Joppa, and Portobello closing Brunstane Road and other closures in the Coillesdenes adds congestion on other access routes (and travel time). No alternatives to closure have been trialled, surprising i.e. making Brunstane Road one way, reducing parked cars, having passing places, having emergency only gates. Shutting is extreme and badly thought out.</p>	Other PCC
60 43 89	Object	<p>Emergency vehicles are not able to get from Milton Road East to the bottom part of Brunstane Road and also from the bottom end to the top without taking a lengthy detour through the Coillesdenes or along portobello to Joppa .</p> <p>For normal vehicles , there is a lengthy detour which forces people go through many other residential streets resulting in more emissions . I live in Gilberstoun and it is a long way round to get to Portobello . There is no direct bus from our area for travel from this area to portobello.</p> <p>I do not understand why one way down was not trialled .</p>	S of Closure



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	<p>60 61 70</p> <p>Strongly object</p>	<p>Most residents in the area continue to oppose this and the following concerns have been raised:</p> <ul style="list-style-type: none"> - an increased number, and more serious nature, of accidents in the area; - delays to emergency vehicles reaching those in need; - the traffic from Brunstane Road has been displaced to surrounding streets; - increased volume of HGVs and delivery vans on fewer streets; - the additional time taken to travel has resulted in the surrounding area becoming a rat-run with speeding traffic, increased pollution, cost in fuel, wear & tear of vehicles -Additional time taken to go around the shut off street reducing time people would have with family & friends. - increased volumes of traffic on few streets have lead to worse queues and congestion and misunderstanding of which street's vehicles can drive into or not. - drivers are ignoring the entry restrictions, with many near miss accidents; - difficult sight lines when exiting Milton Drive and Milton Terrace causing accidents and numerous near misses; - poor signage causing confusion, accidents and near misses; - residents in affected streets receive daily abuse and threats for questioning those that flout the law, or for driving down streets with restrictions (as people assume they've ignore the no entry barricades); - a less safe environment for all residents; - a less safe environment for children and their parents walking, scooting and cycling to and from school on what is a safe route to school; - worsening road conditions with more pot holes; - increased noise pollution - worsened air pollution in the area, which is harmful to health - increased number of parked vehicles on Brunstane Road parked half on pavement and half on road forcing people/ buggies onto walk on the road/ higher potential damage to vehicles parked on pavements - abnormal conditions from a mostly 1 pavement and open road from Brunstane Road south adjoining directly into a now closed 2 pavement Brunstane road - council not asking for my opinion of changes/ impact to me even though the changes directly impact me on a daily basis 	<p>S of Closure</p>
<p>62 43 26</p>	<p>Object</p>	<p>Pushes traffic to other areas that people live. I agree with one way systems but not road closures</p>	<p>Other PCC</p>
<p>62 49 72</p>	<p>Strongly support</p>	<p>Brunstane Road is a narrow street and was never intended to cope with the volume of traffic using it. As a long term resident (over 30 years) we had to put up with almost daily examples of road rage, drivers who refused to give</p>	<p>Brunstane Rd (top)</p>



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		way resulting in "Mexican stand-offs", foul and abusive language and damage to parked cars due to drivers trying to squeeze past. The closure of the bridge has made the street a much more pleasant, and safer, place to live.	
62 51 91	Strongly object	The closures have created loads of traffic going through Portobello which causes major congestion especially at rush hour times. There seems to be only two outlets for traffic now, Eastfield and Seafeld crossroads with Milton Road being its quietest ever.	Other PCC
62 69 84	Strongly object	From Kings Road to Joppa at all times of the day, the traffic is very heavy. All traffic now seems to come through Portobello. I've seen huge artic lorries trying to get along the High Street because they now can't turn left at Kings Road and turn up Harry Lauder Road. Parked cars, buses, delivery trucks hold up the traffic. Hundreds of new build houses will bring more traffic to Portobello and even more congestion.	Other PCC
62 80 88	Strongly object	The closures are increasing traffic through coillesdene and having a knock on effect on the larger roads around Joppa. The cumulative thousands amount of extra miles being driven annually due to these measures will be creating more unwanted pollution when we are supposed to be reducing emissions. The idea that more people will walk or cycle may be prudent in some locations but the distances to walk to shops and back will be prohibitive for most. This is further compounded by steep hills in coillesdene which will increase reluctance for walking / cycling.	S of Closure
63 13 38	Strongly object	This closure has always had a 'sledgehammer to crack a nut' solution. Whilst there has historically been problems with Brunstane Rd traffic, it would seem far more sensible to make the road open to one-way traffic, rather than total closure. Instead, this problem has simply been shifted to other streets in the Coillesdene area of Joppa and opened up different rat-runs. I don't notice any signs of improvement to sustainable travel as a result and I know many residents of Coillesdene Avenue, Milton Terrace and Milton Drive have found quite the reverse.	Other PCC
63 29 87	Strongly support	The last eighteen months have been the best months for along time, the air pollution has improved, the abuse has stopped, the damage to cars has stopped, the people on bikes has increased greatly. To open the road up again would be a nightmare, as it would all start over again.	Brunstane Rd (top)
63 58 83	Strongly support	While there are mitigations to reduce impact of through traffic in Coillesdenes, I feel that that area should also be restricted to local traffic only. All though traffic should be using classified roads - the A199 Milton Rd E and B6415 Joppa Rd / Musselburgh Rd / Eastfield.	Other PCC
63 90 38	Strongly object	The council received an overwhelming view from the Portobello community that it was against this trial of closing Brunstane Road and Coillesdene, yet the council ignored the majority view. Since we have all had to battle going via Musselburgh or Sir Harry Lauder Road to get to Portobello, the added pollution and time it takes to access our homes is detrimental not only to our livelihood, but community at large. Roads that have serviced Portobello since it became part of Edinburgh in 1896 do not need to be amended. If my journey from the bypass to Bellfield Street is extended by 13 minutes each way on a daily basis, that is a car polluting longer than it needs to.	Other PCC



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64 12 54	Strongly object	<p>Brunstane road is the direct route from Gilberstoun to Joppa / Portobello. By closing Brunstane Rd, residents now need to drive more than twice as far to access local services. Active travel is not always suitable when moving children between activities, particularly on winter evenings!</p> <p>Parking on both sides of Brunstane Rd has resulted in it being narrowed. Why should the residents of Brunstane Rd be allowed to disadvantage the rest of the community for their convenience? Double yellow lines / passing places / one way traffic are alternative solutions which have not been trialled. If the pavement parking legislation was enforced, I suspect that Brunstane Rd would become impassable to refuse collection vehicles, ambulances or fire appliances!</p>	S of Closure
64 66 75	Strongly object	<p>As Secretary of Brunstane BC, I wish to strongly object on behalf of our membership to making this road restriction permanent, the large majority of whom are over aged 60.</p> <p>Our reasons are obvious -</p> <p>by closing the road at the bridge you have effectively divided the area and restricted the easier access our local membership has to the Club. Most members drive to the Club as they carry sports equipment with them</p> <p>Car journeys are now longer by adhering to the diversions, thereby increasing traffic in the wider area - increased pollution, negative effect on the environment - arguments that the Council readily use to suit their case to restrict car usage!</p> <p>Implementing an Order when 80% voted in the poll to retain the status quo - what is fair - what is democracy.</p> <p>Householders who bought the houses in last few years were well aware of the road restriction</p>	Brunstane Rd (top)
64 72 71	Object	<p>I am disappointed that the council has disregarded the concerns of those of us living in Coillesdene regarding the increased amount of traffic and the increased speed of those travelling through the area. I don't expect they will change their minds now about the order so I'd like to see some traffic calming put in along Coillesdene Avenue in particular. I also think that the roads which are the main entry/exit points from Milton Road East, ie Milton Drive and Milton Terrace, need resurfaced as the increase in traffic has clearly affected the road surfaces which are in a very poor state of repair. Coillesdene Crescent as it turns into Coillesdene Gardens is also very badly potholed.</p>	Coillesdenes
64 87 81	Strongly support	<p>This is a key access path for cyclists and helps make the road safer</p>	Outwith
64 94 78	Strongly object	<p>I believe that the closure is only pushing traffic onto other roads causing more congestion and dangerous driving. We live on Southfield place and have noticed the volume of traffic increase. This is so dangerous given that we are beside a nursery, two primary schools and many pupils who go to Porty High. I don't understand why Brunstane road is allowed to be closed whilst traffic is just being funnelled elsewhere.</p>	Other PCC
65 48 91	Strongly support	<p>Road has been hugely calmer, I have witnessed no road rage or scraped cars or broken mirrors since closure. Environment is cleaner for pedestrians and</p>	Brunstane Rd (top)



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		cyclists and people an local people are not taking cars for short distances and walking or cycling instead which is surely a big plus	
65 51 51	Strongly object	There should be a one way system in brunstane road for emergency access. This scheme serves very few minority who wanted the change. The local views were not listened to	S of Closure
65 65 94	Strongly object	<p>I would like to object to these temporary COVID related traffic calming measures from becoming permanent.</p> <p>It sets a dangerous precedent where cec officers and councillors take matters into their own hands and put "temporary" measures in wherever they feel with the full intention of making them permanent at great expense to tax payers, meanwhile we have potholes, crumbling schools, bins overflowing and council staff being underpaid for their valuable work.</p> <p>Consultations are not happening in any meaningful way and results are being ignored. Percentages of people replying are minute compared to residents in the city as people feel the council will do whatever they want regardless so are now lethargically resigned against their wishes to the councils passive aggressive bullying tactics such as closing off perfectly accessible streets by putting planters in the middle of them.</p> <p>Roads are there to be travelled upon by all, not simply those who belong to sustrans or spokes and have worked perfectly well for 60 years - reducing the ability of those who own motorised vehicles to use roads is appalling, bullying tactics that shows a minority of people now have dictatorial control over the majority of people's views and this is consistently echoed by council staff who are often at the brunt of complaints</p>	Outwith
65 98 55	Strongly object	<p>The coillesdenes have become a nightmare.</p> <p>Accidents, travelling too fast and aggressively.</p> <p>I was a passenger in a car which was written off by a car failing to stop coming down Milton Terrace.</p> <p>A recent fire on SEaview Terrace caused traffic to be diverted but because of road closures they had nowhere to go.</p> <p>I have seen cars going the wrong way on new one way streets</p> <p>While going to our allotment on Brunstane Road we see nearly every time cars coming down Brunstane Road and doing uturns when they reach the bridge</p>	Other PCC
66 22 32	Strongly support	We have benefited greatly from this closure, as our (bike) commute to work has become significantly safer. We can also get to Brusntane train station with the kids on their bikes without risking life and limb.	Other PCC
66 92 15	Strongly support		Outwith
67 16 51	Strongly object	Adding distance to vehicle journeys is not a way to help the environment or local residents. Roads are meant for vehicles to travel . The closures cause major inconvenience to many and also threaten lives in the event that	Outwith



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		emergency vehicles cannot attend a scene as quickly as they might have been able to do so previously.	
67 71 90	Strongly object	for once listen to the public this is a joke make brunstane road one way this would suit everyone . But as the last consultation was not in favour and the council overlooked it i have no confidence in my objection	S of Closure
67 93 52	Strongly support	It has made a huge impact on better travel in and around Joppa. There are more cyclists and pedestrians. Sir Harry Lauder is being used correctly as a bypass instead of large trucks and coaches using Brunstane Road as a cut through.	Brunstane Rd (top)
67 98 62	Strongly object	The great increase in traffic via Brighton Place, a route much used by children from both Portobello High School and St John's Primary. Speed limits are regularly ignored and an accident is inevitable at some point.	Other PCC
68 57 50	Strongly object	It will cause more congestion on other local streets, Just moving the problem somewhere else. Which will inevitably lead to more road closures. Think again! Its not a through traffic problem, it is a parking problem. Fix it!	S of Closure
68 72 08	Strongly support	Environment. I don't understand why opinions are being sought when facts have been consistently provided to the council over many years showing the horrendous impact of inappropriate volumes of traffic on Brunstane Road. From flaring tempers and anti-social behavior, hit an runs on parked cars, articulated trucks using it as a rat run, traffic jams and exhaust fumes billowing under the closed hall doors on the street, to cyclists irrationally mounting the pavement with no thought to the consequences for pedestrians or those seeking to open their car doors (on the pavement side) - the road and its residents has been abused for decades. As we as a race, nation and city seek to address climate change and achieve net zero targets - how can it be acceptable to prioritise cars and 'convenience' over health and well being of our people and planet? Brunstane Road should remain closed at the Bridge and as a Community we should make more efforts to become sustainable and respectful of people, places and planet.	Brunstane Rd (top)
68 78 14	Strongly object	Once again we are only able to access Portobello via Eastfield, why are we Contributing "More" pollution to the atmosphere as that's what these measures are doing, why are we contributing more pollution by having 20mph zones away from our schools, there's no reasonable answer whatsoever on the grounds of pollution, that's what you've done by these measures being in place, we voiced our opinions recently and you still ignored the general consensus of opinion to Stop the closures, so why even bother to ask us again? Stop this nonsense asap, as we the residents in the area are sickened by the detours we now have to take on a daily basis,	S of Closure
69 33 59	Strongly object	The only people who benefit from this closure are the small number of households who got this shut in the first place. The majority of people who live round this area do not. The council refuses to implement either yellow lines on one side of the road or a one way system. Either of these solutions would be a win win. There has been no reason given as to why this is. I'm quite sure as before the Council committee making this decision will once again ignore residents feedback. They seem to live a world totally removed from the reality of life for most people.	S of Closure



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69 44 30	Strongly support	<p>I would like to fully support the closure of Brunstane Road following the current TRO.</p> <p>Whilst a historical and contentious issue with the wider area, the Brunstane Road residents developed the 'Joppa Triangle' route plan to discourage 'rat running' on this road and around the Coillesdene area and keep traffic to the main, fit-for-purpose Milton Road area. A much more sensible approach to traffic management. The creativity of the residents to mitigate problems was in no way to push the problems elsewhere, but to acknowledge that Brunstane Road is not a main route and was never intended for such a growing volume of vehicles.</p> <p>This road has been so much more improved and less dangerous and anxiety provoking to reside in since the TRO. Having lived here for over 30 years, it has been a joy to see so many cyclists, pedestrians and mobility scooters using the street now it's safer.</p> <p>There has also been a huge reduction in daily speeding, road rage, car damage and verbal abuse to residents and drivers by other drivers. This was a toxic situation which was sadly becoming the 'norm'. Very frightening and sickening to witness the shouting, swearing, car horns and arguments every day (and night). This was a very challenging situation which I hope is never repeated.</p> <p>Brunstane Road is not a 'quick' route to Asda and the Fort (and the reverse direction to Portobello) and it is fortunate that more serious accidents have not occurred.</p> <p>Being shouted at and insulted by drivers is distressing when they are frustrated at log jams and is totally unacceptable but as a resident in this road, this is commonplace.</p> <p>Emergency vehicles can access the road more easily than ever before which is extremely reassuring.</p> <p>Reinstating the fully opened road is not going to solve anything and we will be back to square one.</p>	Brunstane Rd (top)
69 89 21	Strongly support	<p>We moved to Brunstane Road just a month ago and have a toddler. Even now we've seen cars get stuck trying to get past each other in the narrow road, it's hard to imagine how anyone got anywhere when it was open. We've heard from neighbours how people would speed up the road to get clear before a car came the other way. This is terrifying having a toddler prone to running off near the road and we certainly have taken this into account if we'd witnessed the snarl ups whisly vewing the house.</p> <p>Plus we love that it encourages us to cycle or walk more frequently, which is better for everyone's health and the general air quality.</p>	Brunstane Rd (top)
69 90 53	Strongly object	<p>The scheme solves nothing and has made it worse. It will cost a lot of money and is pandering to a few very selfish people in Brunstane Road. The change has seen a massive increase in traffic, led to several crashes and has impacted on the emergency services. Locals are having to do lots of extra miles for no reason. As an ETRO, the experiment has failed.</p>	Coillesdenes



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70 20 37	Strongly object	<p>Impact on Local Businesses: Closure or restrictions on traffic flow can negatively affect businesses operating in the Joppa/Portobello/Brunstane area.</p> <p>Inconvenience for Residents: Permanent road closures and traffic restrictions will inconvenience local residents. This can result in longer travel times, increased stress, and reduced quality of life generally.</p> <p>Alternative Routes: Closure of a side roads will divert traffic onto already congested main routes, causing traffic jams, pollution, and road safety issues on these roads. This may affect residents and commuters who use these routes.</p> <p>Emergency Services Access: Restrictions could impede the ability of emergency services, such as ambulances and fire trucks, to respond quickly to incidents in the area, potentially putting lives at risk.</p> <p>Public Transportation: Closure of side roads will disrupt public transportation routes, by forcing traffic onto already congested main routes.</p> <p>Negative Environmental Effects: Traffic diversions can result in increased fuel consumption and emissions due to longer travel distances and traffic congestion on alternative routes, which could counteract environmental goals.</p> <p>Lack of Community Consultation: The decision to implement these restrictions was made without sufficient consultation with local residents and businesses, leading to a lack of democratic input and community buy-in.</p> <p>Lack of Data to Support Restriction Necessity: There is insufficient data to support the necessity of the road closures and traffic restrictions.</p>	Outwith
70 59 10	Strongly object	<p>My main point of contention is that twice we have been asked for our opinions on this road closure and on both occasions despite about 80% of replies were from people saying NO do not close the road it was closed. To me that is totally undemocratic!</p> <p>Like many people my reasons for this are:-</p> <p>There is increase in traffic in all areas round about</p> <p>We are having to travel further therefore more emissions and air pollution</p> <p>Complete frustration every time we have to drive the long detour</p> <p>Inconvenience to the many driving instructors and learner drivers in Coillesdene Avenue</p> <p>Surely the house prices in the whole Coillesdene area must be falling while those in the south side of Brunstane Road are no doubt increasing, and these people bought the houses when it was a through road</p> <p>There must be difficulties for delivery drivers, bucket lorries and more worryingly for ambulances and fire engines should they be needed in the area.</p> <p>I am sure that many people have suggested making Brunstane Road one way north and using Coillesdene Avenue and Gardens for the southern route. This would make things better for everyone, except the relatively small</p>	Brunstane Rd (bottom)



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		number of people who live in the southern part of Brunstane Road. And why should they be treated like special cases??	
71 30 96	Strongly object	Closing off these roads severely disrupts the traffic causing motorists to take a longer journey to their destination, which is consuming more fuel, which is damaging to the planet. There are many residential streets in Edinburgh where residents need to accept that traffic will use their street. Brunstane Road is no exception.	Other PCC
71 33 49	Strongly object	<p>Since the RTO began I have significantly increased my car usage and increased mileage, pollution and personal time spent driving round a scheme which I have no need to cut through. The Coillesdene roads are no more suited to excessive traffic than Brunstane Road and you can see that many of the road surfaces have suffered greatly because of it.</p> <p>Everyone would like to live in a quieter street but that doesn't mean you have to inconvenience every other resident -and visitor - in the area. What makes the Brunstane Road residents any better than anyone else and why should a tiny minority have the right to blockade everyone else?</p> <p>Despite the claims, a one way system has not yet been tried and if the current unpopular arrangement doesn't work then surely the one way system would appease Joppa and Portobello residents somewhat and the traffic flow down Brunstane Road would be far less than before.</p> <p>Me, my family, my neighbours and my friends all want Brunstane Road open.</p>	Other PCC
71 83 01	Strongly object	<p>Have to visit disabled son in Christian Crescent from Portobello daily, sometimes 3 to 4 times a day, which means more petrol and time to visit him. Adds stress to him and me.</p> <p>Makes it more complicated to visit a disabled person.</p> <p>Also people voted no before but that was ignored, the same with previous objections that have ALL been ignored, so why ask.</p> <p>Is a joke asking local people as you just ignore us.</p>	Other PCC
71 88 38	Strongly object	This order is to the detriment of many residents to appease a few residents in Brunstane Road. I have to spend more money if I get a taxi home, not to mention the extra cost of fuel when I drive and extra pollution .At my age (82) I can't walk as far as I used to so for the council trying to promote healthy walking doesn't work for me. There is surely another solution to this.	Coillesdenes
72 117 1	Strongly support		Outwith
72 18 64	Object	<p>This is a key route for emergency vehicles - we have seen ambulances stuck on one side of the bridge and having to move on foot to the address they need to be at.</p> <p>The idea of this closure supporting walking and cycle is nonsensical - due to the volume of cars parked on the upper half of Brunstane Road, pedestrians often have to walk on the road rather than the pavement - there is little accessible space on these pavements.</p>	Brunstane Rd (bottom)



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	<p>Bikes still have to pull off to one side when vehicles are coming up or down the street.</p> <p>The residents of Coilisdene are bearing the brunt of a minority supported request to close Brunstane Road to through traffic.</p>	
72 21 08 Object	<p>I object to the permanent closure of Brunstane Road to all traffic in both directions.</p> <p>I understand that the traffic situation on Brunstane Road was unacceptable and something needed to be done about it.</p> <p>I haven't seen any reasoning or justification for closing it to traffic entirely, rather than making it one way.</p> <p>I do not understand why an entire street gets to live completely free of traffic, while the surrounding streets take the brunt. This is especially galling given the length of time it is taking to have Milton Road East reduced to a 30 mph speed limit.</p> <p>People continue to use the Colliedenes / Milton Drive to cut through. The current signage causes confusion and frustration. I walk my child to nursery via Colliedene Avenue and have noticed cars speeding in this area a lot more since the Brunstane closure. This of course is anecdotal; discrete speed cameras would need to be installed to objectively measure this, which I don't believe has been done.</p> <p>Traffic counters were sporadically placed on the Coillesdenes and Milton streets throughout the trial periods. I expected the data and subsequent analysis to be included on the TRO application, however it is not. Are the data available for the public to see? Are the data available to panel members?</p> <p>For people to accept this change the process needs to be entirely transparent, which it has not been.</p>	S of Closure



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73 45 22	Strongly support	<p>Today I received a leaflet from my local councillor Tim Jones asking me to object to the road closure of Brunstane Rd . I am writing to say that I hope that the councillors make the bold, brave and serious decision to keep Brunstane Rd closed on a permanent basis. In his leaflet he highlights that there has been a 450% increase in traffic though Coillesdean area. Rather than this being a point for objecting to closure it simply highlights the volume of traffic that was directed at Brunstane Rd and is now shared between a number of streets in Coillesdean area . The answer to the traffic problem in Coillesdean is not to open Brunstane Rd but to put in further mitigations at Coillesdeans to discourage rat running in those affected streets.</p> <p>He identifies ' speeding drivers in neighbouring roads ' I am unsure of the point he is making here but opening Brunstane Rd will do nothing to prevent poor or dangerous driving in fact it has lead to frustrated and angry drivers getting stuck in traffic jams on Brunstane Rd .</p> <p>He also identified that it may 'compromise the emergency services ability to access Brunstane Rd ' I understand that emergency services have been fully involved in the consultation process and that this has not been raised as a concern . Again, I would be more concerned about emergency service vehicles getting stuck in traffic on Brunstane Rd.</p> <p>The councillors have seen numerous videos and photographic evidence of the awful gridlock and poor driving that was a daily occurrence on Brunstane Rd. It saddens me that Mr Jones has ignored this and gone for the populist position within the wider community who wish to have Brunstane Rd opened mainly for their perceived convenience.</p> <p>I understand that councillors and the community council will have been lobbied hard on a number of fronts to reopen the road. Please consider the people who will be significantly impacted by such a retrograde and poor decision. As residents we obviously have a smaller quieter voice but pleasing the loud many voices does not make it democratic.</p> <p>The scale and number of vehicles using Brunstane Rd as a rat run was dangerous to life. This will inevitably return as satnavs will direct traffic this way despite the unsuitability of the road.</p> <p>I have been really distress by the violent altercations and verbal abuse that angry motorists feel entitled to display when they get out of their cars and remonstrate with each other or display when I have slowed down to park in the street .</p> <p>Everyone I know that lives on Brunstane road has experienced damage to their vehicles as the road is too narrow for the volume of traffic attempting to pass or maneuver along the road.</p> <p>As an asthma sufferer my heath has significantly improved since the temporary road closure . The overall environment is now brilliant. I can now speak to my neighbour across the road without fear of being knocked down or abused by angry drivers, it is really lovely to see pedestrians and cyclist being given priority over the car . I sincerely hope the council do the right thing and grant the permanent road closure</p>	Brunstane Rd (top)
73 57 33	Support		Coillesdenes



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73 72 33	Strongly object	Brunstane Road closure forces cars to make significant detours adding mileage, fuel consumption and pollution and simply moves the problem along to the areas of social housing. I would support a 1-way system but not closure.	Other PCC
74 34 25	Strongly object	<p>Significant increase in traffic through the Coillesdene area since the trial began. This goes against the very reasons cited on the Statement of Reasons for bringing it in.</p> <p>The statement of reasons states the Order is intended to 'promote quiet local neighbourhoods' – there is only one quiet neighbourhood created by this scheme – Brunstane Road. The Coillesdene area is now encumbered by the burden of excess traffic.</p> <p>The statement of reasons states the Order is intended to 'encourage sustainable travel and improve exercise local to home'. I'm sure Brunstane Road is now a quiet haven for walking, cycling and exercising - the Coillesdene Area is not! At XX years old I now find it increasingly difficult to cross the road and much less enjoyable to walk around my local neighbourhood. In particular, they have created the main entrance to the Coillesdene area from Milton Road East at Milton Terrace – on the edge of a sheltered housing complex – where residents are often hard of hearing, and slow in their walking. This is incredibly unsafe and creates the exact opposite environment from what the proposal claims to achieve.</p> <p>The creation of one-way streets has done absolutely nothing to deter those that wish to reach Portobello from cutting through the Coillesdene Area. There are routes to be found. Not to mention the environmental pollution caused by those circling the area attempting to find their 'exit' on a daily basis. The Council's own statistics highlight a 450% increase in volume of traffic in the Coillesdene Area. You can not simply close Brunstane Road and 'shift' the problem. I also suspect many travelling through the Coillesdene area are from the southern end of Brunstane Road - attempting to leave their quiet haven and travel themselves to Portobello!!!</p> <p>This proposal serves a minority and displaces the original problem onto a greater majority.</p>	Coillesdenes
74 74 72	Strongly object	Negative impact on surrounding area. No discernible reduction in car journeys. Increase in local traffic and pollution.	Brunstane Rd (bottom)
74 89 31	Strongly support	I support the closure of Brunstane Road to through motor vehicles as it encourages active travel through the creation of a safe environment for pedestrians and cyclists. It also avoids congestion on a narrow residential road that is otherwise unsuitable for through motor vehicles, which had led to incidents of anti-social behaviour in the past. Residents are now safer as a result of the closure.	Brunstane Rd (top)
75 25 77	Strongly support	This is an essential measure to help reduce car traffic in a residential area: it will reduce pollution and make the streets safer. It will help to promote a culture of safe travel by foot and by bicycle and reduce reliance on private cars. All this is urgently required as part of the effort to reduce carbon emissions in the context of the climate emergency.	Other PCC



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75 28 78	Strongly support	This is a vital active travel corridor, and helps link residential areas with other safe routes. It's critical that it is protected to encourage people to leave their cars and use their bikes	Outwith
75 45 92	Strongly object	Closing Brunstane Road puts more pressure on other roads into Portobello which already carry too much traffic.	Other PCC
75 61 87	Strongly support	Made walking through the coillesdene area much safer and quieter	Coillesdenes
75 81 20	Strongly support	<p>Protesters live in leafy streets twice the width of Brunstane Road, with set back houses and clean air!</p> <p>Brunstane Road householders do not have these!</p> <p>As a pedestrian and non driver, I sometimes had to think twice before walking up the road, as I have witnessed cars being damaged by travelling vehicles which did not stop - and angry altercations - and by poor air quality, as drivers face off with their engines running, in an impossible impasse!</p> <p>WHY NOT TRY OPENING ALL THE COILLESDENE ROADS AGAIN? THERE MIGHT BE AN AUTOMATIC RE-DISTRIBUTION OF TRAFFIC?</p>	Brunstane Rd (bottom)
76 04 74	Strongly support	It provides a link for cyclists and stops through traffic on a crowded local street.	Other PCC
76 05 37	Strongly support	The closure of Brunstane Road has stopped the disgraceful behaviour of motorists previously using the road with verbal abuse and physical violence being used - really not something young children should see walking to school and nursery. The road is single lane and not suitable for 6000 vehicles a day and the resultant damage to parked cars from huge HGVs and poor driving. The main 300 yard stretch can at peak times take 20 mins to negotiate with all the resulting pollution. Cars have now been dispersed more widely around the Portobello area using the main roads. Cycling has increased greatly on the street and surrounding area and has obvious health benefits. Brunstane Road needs to stay closed or at least made one way (north would seem best).	Brunstane Rd (top)
76 112 2	Strongly object	Living in Cristian crescent (where ETROs are already in place on Stanley St) means that there is only 1 entry and exit route from the Christians. To access local facilities in Portobello by car, this means a journey via Milton road and Seaview terrace which adds time and financial considerations onto any journey.	Other PCC
76 71 49	Strongly support	It has to be closed permanently for safety , not political.	Other PCC
77 22 11	Strongly object	Increased traffic in other areas that can quite significant. I do not believe the case was made initially over safety concerns. Look at the speed of traffic now down Brighton Place-that offers greater safety concerns. Parking is a disgrace really down Brunstane Road.	Other PCC
77 42 60	Strongly support	By minimising rat running and the amount of traffic in this residential neighbourhood, the streets are safer, more appealing for walking and cycling, reducing air pollution noise pollution and accidents. Making space on our	Other PCC



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		streets is key to achieving a lower carbon footprint and making our communities more livable. Those against the traffic order are simply lazy and don't want to add a couple of minutes to their already unnecessary car journey.	
77 77 06	Strongly object	Impact on surrounding streets, increased traffic on Brighton place. As before - my views have strengthened if anything.	Other PCC
78 50 64	Strongly object	Increased traffic flow on all other streets in the area, increased air pollution in all other alternatively used streets, inconvenience to all through traffic users, increased danger to pedestrians in Coillesdene area, inconvenience to driving instructor usage of the area, negative changes to the housing values to the Coillesdene area, positive changes to the South Brunstane housing (all of whom purchased their properties knowing full well that it was a through road), increased inconvenient, even danger, to emergency services using the road, difficulties for delivery vehicles, huge frustration for users in both directions wishing to go about their legitimate freedom of movement. Increased bitterness towards the use of the democratic usage of the consultation process to try to browbeat the population of the local area into allowing an unwanted change to their environment.	Brunstane Rd (bottom)
78 53 71	Strongly support	The reduction in traffic has greatly improved the safety of both people and vehicles in the street as well as making it much more pleasant to live here. Previously we had high volumes of traffic, including large lorries, and frequent arguments between motorists which did have quite an impact on us. There also appears to be slightly higher foot traffic which I feel must be a good thing. There is minor inconvenience from the closure but as far as we are concerned the benefits far outweigh this.	Brunstane Rd (top)
79 14 13	Strongly support	More of this type of road use changes are needed to support positive healthy active neighbourhoods. Brunstane road unsuitable and unsafe if reopened for motor vehicles. Overall impact of current temporary closures hugely positive. (This household has three cars, so this is not from the perspective of a non car owner). I do not live in Brunstane Road, but used to use it to access the A1 from Portobello, I have no problem with the very minor inconvenience of a min or two extra driving time in my car: indeed on average it is probably quicker as I used to often get stuck on Brunstane road for ages due to the volume of traffic trying to get both ways down a street that only had space for one car.	Other PCC
79 36 44	Strongly support	Anything that encourages people into active travel gets my support. However I feel more calming measures in the roads close to the TRO are needed in order to combat alternative rat-runs.	Coillesdenes
80 57 94	Strongly object	The volume of traffic on Coillesdene Avenue and the speed at which vehicles travel is completely unsustainable for a residential street. Volumes have increased by 450% since the closure of Brunstane Road and there have been a number of serious collisions due to dangerous driving. I am fearful for my child's safety walking on the streets around Coillesdene Avenue given the speed vehicles are travelling and this is impacting hugely on her ability to build her independence. The fumes and pollution created by the increased volume of vehicles is also concerning. In my view, the problem has just shifted from Brunstane Road to the Coillesdene area and in fact, is worse as the narrowness of Brunstane Road restricted the speed a vehicle could travel	Coillesdenes



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		at. This is not the case in the Coillesdenes and we need a fair solution that works for ALL areas, not just one.	
80 81 62	Strongly object	Adding to my daily commute	Outwith
81 06 61	Strongly object	There are more innovative and better suited solutions available- one way south north, removing parking from one side of the street, etc etc rather than a one size fits all solution that has displaced traffic, made journey times longer and impacted emergency services.	S of Closure
811 40 2	Strongly support	Traffic has calmed in the area, no more threatening clashes with people in cars, less disturbance to pedestrians as we can cross road safely as before cars were using this road as a main road. It's not built for 2 way traffic so traffic can drive more easily now and it's clear that it's closed to cars at bottom of street. My children feel safe crossing road now.	Brunstane Rd (top)
81 62 92	Strongly object	Traffic has been displaced to Brighton Place where the 20mph is not being observed. There is a nearby school - St John's. The vibrations from HGVs can be felt inside nearby properties, which are being damaged as a result. The proposal does not form part of a wholistic vision for the area, it simply displaces traffic elsewhere locally.	Other PCC
81 70 14	Strongly object	The reason to close a public road (Brunstane Road) and send all traffic to surrounding areas does not make sense. Not only has traffic in Coillesdenes and Miltons increased dramatically but the speed of traffic and dangerous driving in this area has also increased. This is very worrying for both young families and elderly who reside in these streets. Why aren't one way restrictions and speed bumps being trialled on Brunstane Road which was the main cause of concern in the first place? It seems odd that you would close one public street completely and send all the traffic else where. Why not make one side of Brunstane Road double sided? Or one way? I can't believe the whole road has been shut to appease residents there. That is why I strongly object these proposals.	Coillesdenes
81 78 30	Object	I don't feel it makes much difference	Other PCC
82 03 27	Strongly object	The closure of Brunstane road and accompanying restrictions has resulted in a huge increase in traffic volumes in the fewer remaining open streets. Traffic from Brunstane road has been displaced onto (often narrower) surrounding streets. The closure and restrictions have caused and increased number and more serious nature of accidents in the surrounding residential Joppa streets. The closure has caused delays in emergency vehicles reaching those in need including our neighbour. The closure has caused increased numbers of delivery vans and HGVs on fewer streets. The restrictions cause longer journey times and therefore increased fuel or energy use and pollution. There has been a huge increase in often speeding traffic in what were previously quiet residential streets. The additional journey times due to the closure cause speeding traffic in the surrounding streets. The only issue with Brunstane Road is due to vehicles parked on both sides of the road. That could be dealt with by double yellow lines on one side. It is irrational and unreasonable to close a road for those residents to park their vehicles on, vehicles which they then expect to drive on the surrounding streets which suffer due to the closure. An FOI request disclosed no previous accidents on	Coillesdenes



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		Brunstane Road. The closure of Brunstane road puts the safety of children, pedestrians and animals in the surrounding streets at serious risk. I am also concerned about 2 wheelchair users in our area being put at increased risk due to increased and speeding traffic due to the closure. The difficult sight lines when exiting Milton Drive and Milton Terrace cause accidents and near misses. Milton Terrace, Milton Drive and Coillesdene Avenue which were previously quiet streets have been subjected to an unacceptable increase in traffic volumes. I am also concerned that the restrictions cause the older people or those with restricted mobility difficulty in driving to access support or services they need. Brunstane Road should be reopened immediately for reasons of safety for all.	
82 03 63	Strongly support	<p>The closure has made life on and around Brunstane Road, Portobello and Joppa FAR more pleasant, safe and social.</p> <ul style="list-style-type: none"> - The closure has brought an abundance of cyclists and walkers to the area who use the street as a connection between Brunstane Station/Milton Road and wider Portobello & Joppa — which aligns with Edinburgh's aim to be carbon neutral by 2030. This influx of people has brought new custom to bars, cafes and shops in the area. - I am able to walk my child to nursery without encountering aggressive traffic that often heavily encroaches the pavement. - The community spirit of the street has massively improved because residents on the other side of the street are not separated by constant traffic. - Anti social behaviour and car damage has decreased in the area. 	Brunstane Rd (top)
82 112 3	Strongly object	This proposal to close the road to the benefit of the residents has pushed traffic into the quiet area of the Coillesdenes and also Brighton Place which is a residential street. This scheme was never thought through and has now resulted in expensive traffic calming infrastructure in the Coillesdenes.	Other PCC
82 18 29	Strongly support	I feel safer when walking and cycling in the neighborhood. The instances of road rage that I've been on the end of as a cyclist has dropped significantly. Walking down Brunstane Road and running in Coillesdene has now become hugely more pleasurable due to the measures in place. The trade off of having to take a longer drive to get to Portobello is well worth it - infarct I'm more inclined to leave the car at home and just walk instead.	S of Closure
82 44 74	Strongly support	As a regular cyclist and a small woman, I feel much safer to use a route that is closed to cars	Outwith
83 72 72	Object	Significant knock on effect and impact on other routes. Lack of maintenance and infrastructure on alternative access routes implications for Traffic safety, noise and pollution	Other PCC
84 48 96	Object	Too much traffic on Brighton place	Other PCC
84 70 73	Strongly support	These actions make the streets more liveable.	Other PCC



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85 82 88	Strongly support	In my opinion the ETRO has accomplished a lot. Brunstane Road has become a much better street to be on. It is now much easier to cross the road, cycle traffic has increased as has foot traffic. Much more importantly, it is also much safer. Before, as well as angry snarl ups, there was often a desperate high speed dash on the road as some small clear space appeared. The bill for this madness was a procession of family pets, mainly cats, dead on the road. It seemed to me inevitable that eventually a much higher price would be paid and that has now been avoided.	Brunstane Rd (top)
86 30 87	Strongly support	It has reduced the considerable road rage in the street that existed before the closure and it has had a positive effect on the area creating a safe route to the beach and the High Street for pedestrians and cyclists	Brunstane Rd (top)
86 55 29	Strongly object	As a cyclist I don't think it has improved the situation, as traffic still bad down the street, and added to the stress of some people trying to get down to portobello for things like emergency prescriptions	S of Closure
87 44 14	Strongly object	The more roads capable of giving you access to Portobello and surrounding the better. Their has never been an issue on this road.	Other PCC
88 25 52	Strongly object	Increased traffic on Brighton Place and East Brighton Crescent/Lee Crescent being used as rat runs.	Other PCC
88 28 53	Strongly support	<ul style="list-style-type: none"> • Safety: The road has not yet had a serious accident. If yellow lines were implemented for a passing place, this would increase the speed of traffic, which is against policy and also increase the risk of an accident so I don't believe this is feasible. Similarly the same issues arrive if made one way. • Reduce pollution: The proposed alternative route is likely to incur fewer stops and starts and would be better suited to the current and future traffic volume. • Policy: <ul style="list-style-type: none"> o The council LDP seeks Edinburgh to be a place where you do not need to own a car to get around. Brunstane Train station is located at the top of Brunstane Road, there is limited parking for cars which means people generally have to walk or cycle there. Brunstane Road is the main access from Portobello so closure would improve the safety of the journey and encourage people to change their mode of transport whether on foot or bike. o The proposed LDP also states "where the streets are for people, not cars, and accessible and pleasant places to safely walk, wheel and cycle around" closure of the road align with this statement. o Place 33 in the LDP is for the Brunstane development. One of the main development principles is "Particular attention should be given to the proposed new junction on Milton Road East, and the management of additional traffic generation onto Milton Road East and Newcraighall Road including associated improvements to pedestrian cycle crossing facilities." At present access through the Coillesdenes or Brunstane Road is the fastest route and current issues are only likely to be exacerbated. o Road closures have successfully been undertaken in other areas of the city so why would Brunstane Road not be considered? 	Brunstane Rd (top)



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		<p>o The Main Issues Report for City Plan was called Choices for City Plan, it set out the main choices for the new plan, including the Council's preferred options for change and other reasonable alternatives. As discussed one of the main headline choices was "A city where you don't need to own a car to move around"</p> <ol style="list-style-type: none"> 2. Delivering community infrastructure 3. Creating places that focus on people, not cars 4. Supporting the reduction in car use in Edinburgh 5. Delivering new walking and cycle routes <p>I believe the closure of the road aligns with the above choices.</p>	
89 28 49	Neutral	<p>Because the present design leaves several ratruns through the Coillesdenes. What's the point in closing one street to through traffic, making it pedestrian and cycle friendly, when this merely shifts traffic to other quiet streets in a nearby residential area? Keep the displaced traffic on the main roads. It takes at most 5 extra minutes to have to drive to the bottom of Milton Road East, then turn left to return to Portobello.</p>	Other PCC
89 34 66	Object	<p>This closure has resulted in significant traffic flow issues in other residential areas of Portobello and Joppa - just shifting the issue. It would be much improved by implementing a one way system in place on Brunstane Rd and other local streets alleviating the issues. Other ares of Portobello would also benefit significantly from an effective one way traffic systems eg Bath St, and Bellfield St</p>	Other PCC
89 45 22	Strongly support	<p>After suffering years of damage to our, and our neighbours', vehicles, we have not had a single incident since the closure. We also no longer have stand-offs between cars with drivers shouting at one another in the street because they are stuck given the road is narrow and the railway bridge is a pinch point which is not designed to cope with a large volume of traffic.</p> <p>The beneficial affects to the air quality and noise pollution have been very noticeable. As a family we now enjoy walking and cycling in Portobello which we never did before the closure. Indeed, there are a lot of families walking and cycling into Portobello via Brunstane Road, as it is now safe for pedestrians, scooters, bicycles and prams. Some people are asking that Brunstane Road be made one-way, but they are not considering the speed that traffic would go along Brunstane Road if there was no threat of traffic coming in the other direction. It would also encourage people to start taking their cars back into Portobello.</p> <p>It is also nice to see that Sir Harry Lauder Road is now being used as it was intended as a proper bypass rather than traffic moving to Coillesdene.</p> <p>The whole street and surrounding areas have benefited considerably from the closure and I hope that this is made permanent.</p>	Brunstane Rd (top)
90 32 60	Strongly object	<p>Since the TRO has been in place, all of the reasons for the objections of the vast majority of respondents to this proposal have been proven to be valid. This road should not be closed off. If an alternative is required perhaps the best option would be closure for traffic coming from Portobello but access for traffic coming from Milton Road East.</p>	Other PCC



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90 65 33	Strongly object	Accessing the facilities of Portobello both commercial and community are made significantly difficult by closing the principal route from south of Milton Road	S of Closure
90 83 39	Strongly object	I agree about the changes to Brunstane Road but I would favour less restrictions on the Coilesdene area. Remove some of the barriers. The inability to get back onto Milton Road causes a long detour which surely add to the pollution concerns, causes increased traffic on Portobello High Street not to mention the increased fuel consumption for the motorist. There's nothing to stop people walking regardless of whether there are restrictions in place or not. I agree that the roads must be safe for cyclists but I tend to think some of them what their cake and eat it. For example I was driving through Holyrood Park yesterday and (carefully) passed 3 cyclists on the road despite the perfectly adequate cycle path.	Other PCC
91 511 0	Strongly support	<p>I fully support the permanent closure of Brunstane Road for reasons of safety and because I wish to live in a cleaner, calm neighbourhood. I am a long term resident and have therefore experienced life in the road before and after the experiment.</p> <p>The nature of the neighbourhood has dramatically changed for the good during the experiment. Before it was an ugly road - shouting, abuse, cars being bashed and worst of all it was very unsafe for children and people with disabilities. Cars were parked well up on the pavement to avoid having wing mirrors ripped off, making it impossible for people using wheelchairs and child buggies etc to pass. Pedestrians had to walk on the road, which was hazardous, especially if bins were blocking the pavement. Cyclists took to the pavement to get passed arguing motorists and banked up traffic.</p> <p>One of the most dramatic improvements has been the massive increase in the number of cyclists using the road - which appears to be a mix of people commuting to work, families and groups of visitors /tourists. I used to be an occasional cyclist, but am now encouraged to use my bike far more often since the closure, for instance for local shopping, using the Innocent Railway path to visit family across the city, for pleasure and to keep fit. I feel safer as having a clear view of the street means visibility is improved and there is very little traffic to negotiate. It's a real joy to see people of all ages cycling down the street in all sorts of bikes, looking relaxed instead of terrified.</p> <p>The closure has no doubt been controversial but it is an indication of what must happen across Scotland as councils and citizens become aware of the urgent need to reduce pollution and our carbon footprint. The closure of Brunstane Road is an exemplar of how these policies must be implemented by the City of Edinburgh Council to create safe, clean, friendly and calm neighbourhood.</p>	Brunstane Rd (top)
91 72 81	Strongly support	The upper section of Brunstane Road is completely unsuitable for through traffic. It is effectively a single-track road. Through traffic should be on the main roads, not narrow residential streets used as rat-runs. It has been much more pleasant walking or cycling up that stretch of the road since the closure. This encourages more people to use non-car means of transport, which is good for all of us in many ways.	Brunstane Rd (bottom)
92 40 02	Strongly object	It's an extremely long way round for me to get to Portbello, using more petrol also it's extremely difficult to get out of Brunstane Road as traffic	S of Closure



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92 65 82	Strongly object	This has created rat runs through Seaview Crescent increasing danger and causing fear. many drivers speed through the junctions to Seaview Crescent without looking. I have had near misses often. Some drivers ignore the no entry including residents: There is aggression and threats when there is a stand off. Police are not interested.	Coillesdenes
92 69 84	Strongly object	Moving a one road problem onto four other nearby roads thus creating more vehicle pollution and busier roads which were originaly quiet. Not everyone is able to walk or cycle. Minority dictating to the majority, where is the democracy in that. Councillors are elected by the people to listen to the people and carry out the wishes of the majority of the people.	S of Closure
92 81 51	Strongly object	This negatively affects the whole community, specifically residents in the surrounding areas.	Other PCC
92 89 34	Strongly object	Huge concerns regarding increase of traffic in the the Coillesdenes. I've lived in Coillesdene Avenue for more than 25 years, my children were brought up there. It used to be a quiet residential area where children were safe to play but now it's like a main road. Traffic speeds along far too fast with a fatality waiting to happen! Traffic calming measures are not the answer. How can the council get away with not listening to the local people who are living with the consequences of their actions.	Coillesdenes
93 74 70	Strongly object	It is diverting way too much traffic via Portobello town centre and Brighton place which has to accomodate busses and pedestrians, school kids and is residential.	Other PCC
93 91 41	Strongly object	It is so unfair now for the residents on Milton drive and Milton terrace to have this very high volume of traffic now on their streets. Those entering onto Coillesdene avenue from Milton terrace and heading west often think they have a right of way and don't even check for traffic - accidents have happened already. Brunstane road as a one way street would be a better and fairer solution.	Coillesdenes
94 47 85	Strongly support	Has improved air quality on Brunstane Road, stopped cars getting damaged (was regular occurrence) and created a safer route for cycles and pedestrians. I'm assuming the Colliesdene measures have been arrived at in consultation with residents, and fully support the proposals to avoid / limit through traffic.	Brunstane Rd (top)
94 59 69	Strongly object	This has caused problems within the surrounding area, more traffic, speeding and restricted access to our homes	Coillesdenes
94 87 46	Strongly support	Less traffic. better environment.	Coillesdenes
95 07 92	Strongly object	It is not reducing traffic, simply forcing people to drive further to reach the same place. Increases time for emergency vehicle response. Pushing all through traffic along one route through the Coillesdenes, therefore just 'moving' the problem. Brunstane should be made a one way street, not completely closed. If it remains closed, it should be made a private road and residents should have to maintain it. SO annoyed that the council have	Brunstane Rd (bottom)



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		continued with their ETRO plans despite overwhelming objections from local residents.	
95 63 57	Strongly support	I sent separate detailed email. (Promote green Edinburgh/ able to circulate and park in my street without road rage, my car damaged and other delays/plus with new rule of no longer able to park on pavements, will be impossible for cars to circulate in Brunstane without hitting cars/one way system would be dangerous for all including cyclists for cars would be speeding down the road. Alternative roads (Milton road/harry Lauder perfectly adequate)	Brunstane Rd (top)
96 91 49	Support	I want to encourage people to walk & cycle rather than drive to reduce climate change & to make a better environment for people. But I want you to shut Brighton Place too to stop the traffic coming that way.	Other PCC
97 10 69	Strongly object	Closing Brunstane Road has just moved the problem to Milton Drive & Milton Terrace. Cars now speed round this area, do not comply with the road closures resulting with a high chance of accidents and potentially fatalities	Coillesdenes
97 77 85	Strongly object		Coillesdenes
98 67 92	Strongly support	I live in Marlborough Street, which is near Brunstane Road, and I work in town. Closing this road has made it feel very safe for me to cycle to meet the Innocent to Newhailes cycle path. This is excellent as I try to cycle to work as often as possible, both for my health and to help with climate change. I also have found it far more pleasant to walk along Brunstane Road and then out to Newhailes, for leisure purposes. I used to hate travelling along Brunstane Road and now it is a real pleasure.	Other PCC
98 92 51	Strongly support	<p>Firstly, I would like to say what a wonderful success the trial period has been bringing calm back to Brunstane Road, allowing it to be used safely by pedestrians and cyclists whilst allowing all necessary vehicle access to residents and delivery workers.</p> <p>Before this was introduced the traffic in the road was appalling used as a convenient 'rat run' to shave a few minutes off a car journey or indeed enable journeys that could be done better by foot, bike or bus. It was dangerous to all; pedestrians would have to watch out for cars suddenly pulling on to the pavement to avoid cars charging in the other direction, cyclists were spared no space or patience from drivers and drivers would often have arguments when they reached an impasse.</p> <p>Collateral damage included the general health of all who live on the road and any parked vehicles which were regularly damaged by passing vehicles who would then drive off without a thought.</p> <p>Since the cars, and indeed large lorries have been stopped the road has become a place where pedestrians can walk safely on the pavements and cyclists can feel safe. There has been a notable increase in cyclists including parents and children.</p> <p>The health benefits are multiple:</p> <p>It positively encourages people to walk leading to healthier lifestyle.</p>	Brunstane Rd (top)



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		<p>The air quality is much improved.</p> <p>There are also mental health benefits, lack of fear of irate drivers and a calmer environment to live in both lead to a better sense of wellbeing.</p> <p>We walk the streets of Portobello daily and I have not noted any significant increase in traffic in the Coillesdene's nor in Brighton Place.</p> <p>In summary this is a simple and hugely beneficial action to take, it seems it is truly a win,win.</p> <p>One final plea, please avoid the idiotic action of our government south of the border, these projects are far more important than short term political opportunism.</p>	
99 04 01	Strongly object	<p>Has simply shifted traffic through a residential area with sheltered housing and many young families.</p> <p>The speed limit is exceeded due to wider road and the one-way systems are regularly ignored creating a dangerous situation.</p> <p>Roads surfaces in many of the streets where traffic has been moved are crumbling.</p>	Other PCC
99 82 95	Strongly object	<p>The closure of Brunstane Road causes all of us on the south side of Milton Road a long detour on a trip to Portobello and adds time and money to our trip. The best solution would be a one way road.</p>	S of Closure